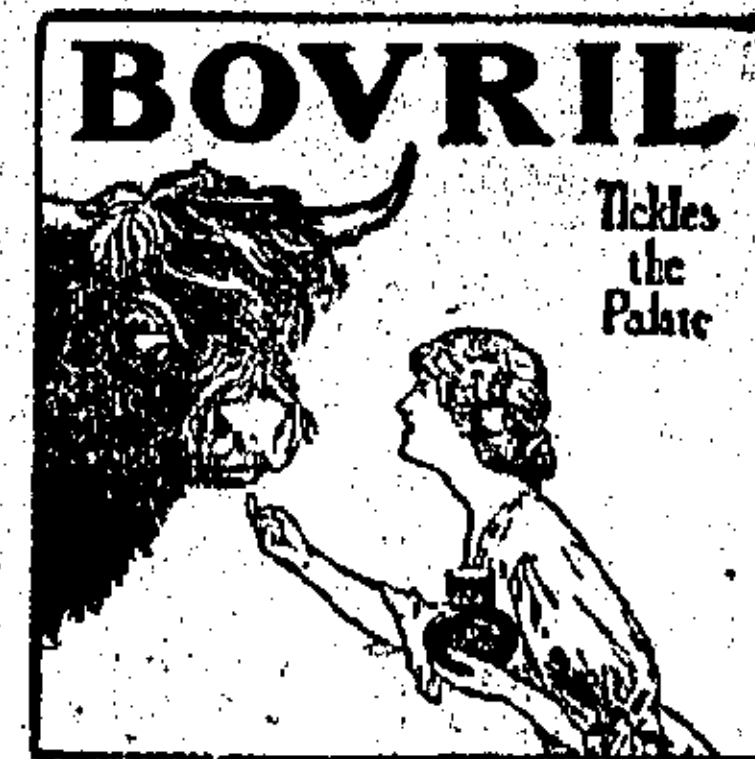


# Hongkong Daily Press.

ESTABLISHED 1857



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22a [a]

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[25]

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The Daily Press.

HONGKONG, JULY 14TH, 1911.

To see ourselves as others see us is not often given to self-conscious humanity, and when it is the result generally is not encouraging. But if individuals are so rarely gifted with this power, what must be said of nations, whether standing at guard along mountain frontiers or locked up in tight little islands? It is true the nations of this planet are continually engaged in making each other's acquaintance. "A better understanding is all we require to bring about everlasting peace," say international arbitrators, but somehow a perfect understanding never comes in spite of all the talk. Does interchange of views bring increased friendship? It is doubtful, because human nature being what it is, the views of one nation must for ever appear more or less far-fetched and unreasonable to another. The cry of the brotherhood of mankind is now a lost cause, since wider communication has shown us that there can be no brotherhood between those at the opposite ends of the scale of civilisation, while for those who are nearer, the brotherhood more often develops into insane jealousy. Even international morality is more often merely a name than any code of well-defined regulations to control international dealings. Let us take a sample. Recently there was started a movement in Shanghai against cigarette smoking. It was an apparently harmless movement to which it appeared no possible objection could be taken. Cigarette smoking,

like other enjoyable practices, has been often condemned in Western countries, though without much effect. China being in a puritanical humour just at present, and having abandoned opium, might not unreasonably be expected to condemn some other vice. Yet this agitation has called forth a protest on the ground that it is not bona-fide; that in reality it is a form of boycott directed against the consumption of foreign cigarettes, and as such calls for diplomatic protest. Granting this, one is still tempted to inquire whether it is reprehensible for the Chinese to desire the development of home industries? Recently in England an all-British shopping week was organised, the idea being that during the week nobody should buy any articles except those of British manufacture. It is said that some as omishing revelations were made, goods which had formerly posed as the latest thing from Paris, being now produced as made in such unromantic places as Manchester or Bradford. This by the way, however, what is noteworthy is, that none of the foreign Powers laid a protest with the British Government because of the agitation for the purchase of British goods, and if any Power had conceived such a mad idea it would have received scant attention. Yet this was a form of boycott of foreign goods—a boycott not carried out by force or intimidation, of course, but certainly carried out by persuasion, by journalistic influence, by all the arts which could enjoin the public. Under the name of encouragement of home industries it was quite respectable. Again, take the case of a country with a high Customs Tariff, such as Japan. The tariff not being constructed for purposes of revenue, since it is known that too high a tariff really checks revenue rather than assists it; its object is clearly to assist home industries. In other words, the tariff is a means of boycotting foreign goods by raising their price above those of home manufacture. The wisdom of the step is another question. What is to the point is that Japan has seized the moment of obtaining Customs autonomy to put substantial duties on foreign goods, and China would undoubtedly follow the same course if it were within her power. That this is realised in Europe is shown by the recent complaint from Germany that Japan shows a persistent desire not to take German goods—in fact to boycott them—this complaint following on the stubborn negotiations over the new German-Japan Commercial Treaty, where Japan appears to have got the best of the bargaining. Japan, indeed, makes no concealment of her desire to shut out foreign goods. The excess of imports which has been shown for the first half of this year has been matter for wide comment, and publicists have been urging the manufacturers to redouble their effort to increase home industries. Even the order placed in Great Britain for a warship was not allowed to pass without comment. Yet, and to say, even Japan is inclined to join in the jeers at China's so-called mania for self-government—"China for the Chinese"—Japan, which for years struggled to get rid of entangling foreign influences. Of course there are boycotts and boycotts. It is rather unfortunate that the word should have come to be used in a bad sense, since it deprives us of a useful term. The boycott which is conducted by intimidation and violence certainly calls for suppression; but the boycott which is merely a form of encouragement of home industries by refusing to buy foreign goods, is practised more or less by all nations.

To day is the French National Fête.

For returning from banishment a Chinese yesterday was sentenced to six months' imprisonment and four hours in the stocks.

The plague death roll for the season now reaches 203. Three cases were reported yesterday, bringing the total up to the number stated.

One of the most attractive items at the Hippodrome Circus this week is the wonderful performance given by the Lara Family of South American flying acrobats. Other new turns have been introduced, and the revised programme is as entertaining as the original one.

The American Consulate-General yesterday received the following typhoon warnings from Manila Observatory:—"Manila, 13th, 9 a.m. Cyclone or typhoon east of Luzon more than 100 miles distant, moving W.N.W." A later message stated that the typhoon was within 300 miles.

A Manila paper comments on the serious falling off in the export of cigars to the United States. The figures for eleven months show an export of 24,000,000 as compared with 82,000,000 in the corresponding period of the previous year. The falling off is attributed to a malicious propaganda carried on by enemies in the United States against the good name of the Philippine cigar. Efforts are being made by the Manila Tobacco Association to counteract this mischief by "a publicity campaign."

Acting Lance-Sergeant Perkins of the Hong Kong Police has been promoted to the rank of lance-sergeant.

A goldsmith in Hollywood Road who received a piece of gold with which to make a pair of earrings has disappeared.

A party numbering 92 Japanese residents of Dairen visited Welhaiwei a fortnight ago and were well entertained by Sir James and Lady Lockhart.

The strike of shipbuilders has not yet terminated. A few of the men in several yards have accepted the offer of the masters to increase their wages by the addition of the daily food allowance, and it is not unlikely that the majority of the men will accept these terms.

Our attention has been kindly drawn to an error in our paragraph relating to the death of Mr. A. Drowell, of Kobe, which we regret having made. It was not the wife of Mr. Drowell, but the wife of another well-known Kobe resident who died recently on board ship while passing down the Malacca Straits.

Another of those cool thefts for which Chinese are noted took place on Wednesday when a coolie calmly lifted a wooden grating from the side channel in Des Voeux Road. However, he was discovered, and was yesterday sentenced by Mr. Hazlehead at the Magistracy to two months' hard labour and four hours in the stocks.

The British Commercial Attaché at Peking reports that the Government of the Szechwan Province purchased last year, through the Chinese Minister in London, a large assortment of grain, vegetable, etc., seeds for distribution in the Province, and he states that this example will probably be followed this year by other provincial governments.

A Chungking correspondent writes:—"The building of European houses by Chinese still continues; in fact, they seem to spring up like mushrooms all over the city. Many of them are lath and plaster only, but have a European appearance at a distance. It has often been remarked that the amount of foreign-style buildings indicates the amount of unconscious influence which the foreigner is exercising upon the Chinese in these parts."

An interesting case was opened at the Magistracy yesterday when a Chinese who had been entrusted with his employer, an opium dealer at Yamat, with \$1,535 with which to purchase opium was charged with the larceny of the money. Apparently he squandered it in gambling and other excesses, and was arrested at Shaukiwan at the beginning of last month. He was being escorted to prison by an Indian constable when he made an attempt to escape. He broke away from the officer's custody, leaped into the water, and when called upon to stop failed to do so, whereupon the Indian fired his revolver and wounded him in the back. He has just come out of hospital and was placed before the Magistrate. The hearing was adjourned.

Dr. E. M. Edwards, head of the medical branch of Harvard University, has recently said that China is a menace to the health of the world. This statement, says the San Francisco Chronicle, will be accepted with more than the proverbial grain of salt by those Caucasians who have lived in Asia and other parts of the Orient and who have first-hand information of the conditions there. There is undoubtedly much danger from disease in the terribly congested native quarters, but that "every ship which sails from a Chinese port is a possible carrier of cholera, bubonic plague, and even leprosy to the outside world," seems to be an unmerited reflection on the splendid progress made in recent years in sanitary work and inspection at all Oriental ports.

## THE NEXT PHILIPPINE CARNIVAL

The chairman of the publicity committee of the 1912 Philippine Carnival writes to inform us that the next great festival will be held in Manila from Feb. 3 to Feb. 10, 1912. The Carnival next year will be on a far more magnificent scale than any of former years, and it is hoped that there will be a larger attendance from the China Coast and from America and Australia than in past years. The completion of Manila's new million dollar hotel will permit the city to more comfortably accommodate a larger number of visitors than ever before, and every effort will be made by the directors of the Carnival Association to see that visitors to the city at that time thoroughly enjoy themselves. Reception committees will be appointed to meet and give information to strangers and to see that they have an opportunity to inspect all of the many show places of which Manila can justly be proud. At the same time the Carnival is taking place in that city there will be held there the First Philippine Exposition, in which all of the many provinces of the islands will participate, and the famed products, manufactures, minerals, etc., of the islands can be seen.

## THE WRECK OF THE "ASIA"

THE FINDING OF THE COURT OF INQUIRY.

A San Francisco telegram dated June 17th appearing in the Australian papers states that the investigation held at the office of the British Consul-General, regarding the wreck of the Pacific liner Asia (formerly the Doris), resulted in a finding that the third officer, Johnson, was responsible for the wreck in not exercising due caution in keeping the look-out.

Captain Gaultier was censured for his poor judgment in setting so fine a course in dangerous waters.

## TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

## DESTRUCTIVE FOREST FIRES IN CANADA.

PEOPLE FLEEING BEFORE THE FLAMES.

HEAVY CASUALTIES.

LONDON, July 13th.

Telegrams from Ottawa report destructive forest fires resulting from the excessive heat in North Ontario. Many townships and mining camps have been destroyed.

Up to the present fifty persons are known to have perished, and it is feared that there are hundreds of casualties as the country is filled with prospectors and settlers.

The fire-belt extends for 200 miles.

Between North Bay and Porcupine, along the line to Temiscamingue, the towns on the Northern Ontario railway—Cochrane, Porcupine and Pettville in the gold-mining district—have been wiped out. All the mining camps from Dome to Whitney have been burned.

Forty persons perished at Porcupine, six were incinerated in the Big Dome mines, and twelve in the West Dome mines, besides the manager and his family.

The mining plant in the vicinity of Porcupine has been destroyed.

Hundreds of people are taking refuge on the lakes and streams. The refugees from Porcupine and Pettville crossed the Lake to Golden City though the outskirts of the latter city were aflame.

All construction camps along the railway west from Golden City are burned, and the men are fleeing before the spreading flames. Several refugees have been drowned in the lakes.

Special trains are taking the injured to Troquois Falls, where a corps of doctors and nurses are ready to receive and care for them in hospitals.

The sky is darkened by the pall of smoke and illuminated by the flames.

LATER.

It is estimated at Toronto that between 300 and 400 perished in the forest fires at Porcupine, Ontario.

## THE AMERICAN HEAT WAVE.

LONDON, July 13th.

The American heat wave is becoming even more intense, and the death roll is increasingly severe. Disastrous forest fires have occurred in Northern Michigan, where three villages have been burned and the logging camps are endangered.

## THE SITUATION IN MOROCCO.

LONDON, July 13th.

Two hundred more Spanish artillerymen and four mountain guns have been landed at Larache.

A message from Paris states that the French Charge d'Affaires at Madrid has been instructed to ask for explanations from the Spanish Government with regard to the recent incident at Alcazar.

## EAST AFRICAN SHOOTING CASE.

LONDON, July 13th.

The Rt. Hon. L. Harcourt, replying to questions in the House of Commons respecting the acquittal of the Hon. Galbraith Cole, Lord Enniskillen's son, for shooting a native in East Africa, said that the Governor was sending a full report, and that it would be premature at present to make any statement.

## LORD KITCHENER.

LONDON, July 13th.

Lord Kitchener on his return from Ireland paid a long call at the Foreign Office.

## BRITISH NORTH BORNEO.

LONDON, July 13th.

Sir West Ridgeway, presiding at the meeting of the North Borneo Company, announced that the revenue of the Company for the year exceeded the expenditure by £142,642, and the expenditure of previous years by £11,000. North Borneo, he said, was rich in minerals, and the only way to disclose its hidden wealth was by scientific survey.

## TELEGRAMS. TELEGRAMS. TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

## THEIR MAJESTIES PROCEED TO WALES.

ENTHUSIASTIC IRISH SEND-OFF.

LONDON, July 13th.

Their Majesties the King and Queen, the Prince of Wales and Princess Mary received an enthusiastic send-off from Dublin.

They left for Carnarvon, where they will attend the investiture ceremony of the Prince of Wales. Great preparations are being made for this ceremony, and the city is splendidly decorated.

LATER.

His Majesty the King has sent a message to his Irish subjects expressing his joy at their spontaneous and hearty loyalty and the warmth of their welcome, which, His Majesty says, "greatly touched our hearts and made a permanent impression upon us. We shall never forget it."

LATER.

Crowds singing "Come back to Erin" bade farewell to their Majesties in Dublin Bay.

LATER.

A Welsh choir boarded the Royal yacht at Holyhead and rendered a programme of Welsh airs.

Carnarvon is swarming with multitudes who are anxious to participate in the national festival of the investiture of the Prince of Wales. Thousands who were unable to get lodgings passed the night on the city walls joining in choruses of Welsh hymns.

## MORE HONOURS.

LONDON, July 13th.

His Majesty the King has conferred a number of knighthoods and Victorian Orders, mostly upon officials.

## PRINCE OF WALES MADE CHIEF OF WELSH BOY SCOUTS.

LONDON, July 13th.

General Baden-Powell announced at Port Madoc to-day that the Prince of Wales had been initiated as Chief of the Welsh Boy Scouts.

## KING'S GIFT TO DUBLIN POOR.

LONDON, July 12th.

The King has given £1,000 to be distributed among the poor of Dublin.

## LORD ESHER SUFFERING FROM APPENDICITIS.

LONDON, July 13th.

Lord Esher is suffering from appendicitis, and is being treated at the Edinburgh Nursing Home.

LATER.

Lord Esher has undergone an operation.

## RECORD SHOOTING AT BISLEY.

LONDON, July 13th.

A feature at the shooting competitions at Bisley was the phenomenal shooting of Maurice Blood, who won consecutively the Bass, Edge and Halford competitions.

Oxford won the Humprey Cup with a score of 722, against Cambridge's total of 714.

Edinburgh Academy won the Ashburton Shield with a score of 495.

## HOME CRICKET.

GENTLEMEN DEFEAT PLAYERS.

LONDON, July 13th.

The Gentlemen have beaten the Players in a match at Lords by 180 runs. Hobbs made the excellent score of 154, not out.

## TEST CRICKET.

LONDON, July 13th.

Kinnear has accepted the invitation of the Marylebone Cricket Club to join the English team to proceed to Australia.

[THROUGH REUTER'S AGENCY.]

## ATTEMPTED TRAIN WRECKING IN FRANCE.

LONDON, July 13th.

There has been another attempt at sabotage, following that of the 10th instant on the railway line near Chartres. A soldier and two civilians have been arrested.

## A SOLICITOR SUSPENDED.

LONDON, July 13th.

Mr. Arthur Newton, a well-known solicitor, who defended Crippen, has been suspended for twelve months for professional misconduct in aiding and abetting Mr. Bottomly to disseminate through John Bull a pretended letter from Crippen.

## RECOLLECTIONS OF AN AMERICAN BISHOP.

An eloquent and humorous speaker, with a well-toned American accent and remarkable powers of description, Monsignor E. W. Fowler, M.A., was successful in holding the attention of a fair attendance in St. Patrick's Hall last evening. The speaker, who styled himself "a kind of ecclesiastical tramp," after briefly referring to the Philippines and the Spanish-American war, recounted to his hearers his experiences on some of his journeys, the most interesting being his visit to the Holy City just after the death of Pope Leo. It had always been his desire, he said, to witness the election and coronation of a Pope, and this desire was fulfilled when Cardinal Sarco was elected and became Pius X. He told of the method of election of the vast concourse of people who awaited the result at St. Peter's; of the enthusiasm which followed; and of the wonderful coronation ceremony. After describing the ceremony in detail the speaker asked his audience to let him know when they had had enough. "We priests," he said, "talk so much about eternity that we forget all about time." His hearers were evidently also forgetful of time as they listened with wrapt attention to the interesting story of the Monsignor, and had he continued for another hour it is unlikely that any of those present would "have had enough."

## CORRESPONDENCE.

CHINA AND MACAO.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS."]

Hongkong, July 13th, 1911.

SIR,—With reference to the letter of "A Portuguese" appearing in your issue of to-day I am entirely in agreement with him when he states "there are many things besides Fan-tan (I take it he means "licensed Fan-tan") which are morally indefensible. If your correspondent is in accord with me on this point, I fail to see what further remarks my letter calls for, as if he would take the trouble of again reading my letter of the 8th inst. he would see I have merely pointed out the serious spectacle of an Oriental nation pressing social reform on a European nation and offering money to forward that end. As to your correspondent's remarks as to the position taken up by Portugal towards China in the matter, they appear to amount to this: "We are quite wrong, but unless you assist us we can do nothing." This may represent a business-like view, but is it consistent with the national dignity of a European Power dealing with an Oriental nation?—Yours faithfully,

ENGLISHMAN.

## A FINE PASSAGE.

An exceptionally fine passage from Singapore to Hongkong has just been accomplished by the "Bliss Funnell" liner *Perseus*. This steamer left Singapore at 9 a.m. on Sunday, 9th inst., and arrived here at 10.30 a.m. yesterday morning, the voyage thus occupying only just over four days and equalling the best time made by mail steamers.

## CAPTAIN AND PILOT.

WHO IS RESPONSIBLE?

Ought the responsibility of the captain of a vessel to cease once the pilot has come aboard is a question over which much controversy has been waged in nautical circles. As matters stand the position is now grossly unfair to the master, who, if he gives orders to the pilot and these are followed with serious results, will be held responsible by the owners, and likewise held responsible for the sin of omission should any accident occur while the vessel may be in charge of a pilot whom the master has engaged. The latest recommendation of the Board of Trade is to the effect that the master should be responsible for the steering and safe conduct of the ship, with the pilot as the master's expert assistant. Such will be acceptable to master-mariners, as relieving them from the anomaly of being held responsible for the ship in charge of another man, but the pilot services of Bombay and Calcutta are still to give their opinion. Take the case of Bombay. It would be impossible for a master after years of absence to conduct his vessel up to this harbour, and the pilot would be sure to resent interference, however well-meant, with their duties. Much more is the case at Calcutta, where the continually-shifting Highgate renders the task of the pilot an exceedingly onerous one. We fancy that the emphatic statement of Captain Deane, our late Harbour master, that "the pilot must be in charge, and would have to be in charge, and would remain in charge till the end" will be upheld by the Bombay Pilot Service.—Times of India.



## SUPREME COURT.

Thursday, 13th July.

## IN SUMMARY JURISDICTION.

BEFORE HIS HONOUR MR. H. H. J. GOMPERTZ (PUISSE JUDGE).

## CLAIM UNDER CONTRACTS.

The Holland China Trading Co. brought action against the Foo Kit Cheong firm to recover \$1,716.4, being amount due in respect of various contracts for the sale of goods by the plaintiffs to the defendants, which goods the defendants failed to take delivery of and the plaintiffs resold. Plaintiffs valued \$1,716.4 in order to bring the action in summary jurisdiction.

Mr. H. H. Harris (of Messrs. Wilkinson & Grist) appeared for the plaintiffs, and defendants were represented by Mr. R. A. Harding.

Mr. Harris informed the Court that this was a claim upon several contracts for the sale of goods by the plaintiffs to the defendants. The sales ranged over a long period, the first contract being entered into in 1903. Particulars of the numbers of the contracts and the claim were set out in the writ, and amounted to \$1,716.4. This amount was arrived at as the difference between the contract price of the goods and the prices of resale, in some cases by auction and in some cases privately when a better price could be obtained. His Lordship would see that the resale had generally been at a profit, which profit was credited to the defendants. There was also a claim in the case of each contract for interest at the rate of seven per cent. from the date on which the goods should have been taken delivery of up to the date of the resale. Defendants frequently promised to take delivery, but did not. A clause in the contract stated that ten per cent. interest could be charged, but the plaintiffs did not wish to claim more than seven per cent. A good deal of correspondence had taken place with regard to the contracts, but Mr. Harris did not think it would be necessary to put in more than two letters, one in which the plaintiffs requested the defendants to take delivery and threatening in the event of their failing to do so to sell the goods, and another in which the full amount due was set out and plaintiffs threatened proceedings.

His Lordship (to Mr. Harding) Are you making any admissions?

Mr. Harding—No, I am fighting the case right through.

Mr. Harris—The defendants yesterday offered us \$800 in settlement.

Mr. Harding—No.

Mr. Harris—I am going to prove it. He offered us \$400 in cash and a promissory note for \$400.

Mr. Harding—I was going to ask for an adjournment. We might possibly arrive at some arrangement. Otherwise it will be necessary to go right through, as I consider there is a good defence.

Mr. Harris—I cannot consent to an adjournment. I have instructions to oppose it. The action is a simple one in every way, and I am sure my friend's client cannot say that he does not owe the money.

Mr. Harding—He does say it. He disputes the action right through.

Mr. Harris—My clients are only prepared to settle this matter on my friend consenting to judgment.

Mr. Harding—We will not do that. We have got a fairly good defence.

Evidence was called, but before it was concluded the parties had a consultation, as a result of which judgment was entered by consent for the plaintiffs for \$550 and costs, and his Lordship granted stay of execution for fourteen days.

## INVESTITURE OF THE PRINCE OF WALES.

In connection with the investiture of H. R. H. the Prince of Wales at Carnarvon Castle, a writer in a London contemporary recently wrote—

Keen as was the disappointment of the Lord Mayor and people of Cardiff when the decision of King George in selecting Carnarvon for the investiture was made known, there can only be agreement with the decision of the Sovereign. Carnarvon Castle is a picturesque and historical setting for the first of the two great events in the life of Prince Edward. Designed for the abode of Princes and the subjugation of the fierce Welsh of the thirteenth century, the castle stands on the Solent a monument of the stress of the times, a glorious memorial to its builders, and a "magnificent badge" of the subjugation of the Welsh. Begun in 1283, it was thirty-nine years building, and although Edward I. saw the work begun, his son witnessed its completion.

What a chequered career! Thirty years before its completion the walls and towers were razed by the Welsh prince Madog. Up and down were its fortunes during the Civil War, until it was finally captured by the Parliamentarians, and at a General Session of the Peace in 1660 a warrant was issued for its demolition. The order being disregarded, six months later the King ordered that the castle and town walls be dismantled and demolished. No effect was given to the second order, and it may have been with a view of compensating the difficulty that the Carnarvon Town Council later on passed a resolution to whitewash the building!

The interest of the Welsh people is centred on the presentation of their Prince by the King, and this part of the ceremonial will take place from Queen Eleanor's Gate. Tradition has it that Queen Eleanor entered the castle by this gateway prior to the birth of the first Prince of Wales, and the King presented the young Prince to the people from the draw bridge.

## THE PORTUGUESE DISCOVERY OF JAPAN.

The following interesting article is taken from the *Japan Mail*—

A considerable interest attaches to the letter discovered at Kyoto by the Viceroy of the Indies to Hideyoshi, some account may be given of how the document came to be written. In the first place it may be mentioned that the Viceroy of the Indies was no native Indian Prince, as has been wrongly surmised, but, of course, De Veneses, a Portuguese. The Portuguese discovery of the passage to India via the Cape of Good Hope was made in 1488, when Da Gama anchored before Calicut, after sailing right round Africa. This fresh trading ground was exploited so quickly that seven years afterwards the first Viceroy of the Indies was sent out in the person of Almeida, shortly to be followed by the great Albuquerque. The conquests of Portugal in the Indies spread rapidly. In 1510 Goa was captured and made the capital of the east-Indian possessions of Portugal. This was followed by Malacca and then by the Moluccas. At the time of the Portuguese discovery of Japan (1542), the Portuguese held an absolute monopoly of the maritime trade from the Red Sea and the Cape of Good Hope to eastward of the Moluccas. Portugal's claims to the lands she conquered in the Orient were based on a Bull issued by Pope Eugene IV. in 1433, which granted her exclusive right to all countries discovered from Cape Nun to the continent of India. Portugal in return promised to spread a knowledge of the Christian religion, and to establish the authority of the Holy See. Thus the Viceroy of the Indies was not only the direct representative of the King of Portugal but also the indirect representative of the Pope, charged to spread a knowledge of the Christian religion and to protect Christianity. This explains how it was that de Monseu, the Viceroy of the time, came to send the letter to Hideyoshi. The letter was apparently written before the great *Taiko* had performed his remarkable *colle facie* in the matter of Christianity, or, at any rate, before his change of opinion was known at Goa. Coelho, who had been made Vice-Provost, had been received very warmly by the *Taiko* when he visited Osaka in 1586. Hideyoshi, after the first formal audience, became very amiable and is alleged to have made some extraordinary promises in regard to the propagation of Christianity. Whether he was then in earnest, or was only playing with the Jesuit fathers, remains a mystery, but at any rate Coelho took all Hideyoshi's promises quite seriously and wrote to Valignani, the Visitor-General who was at Goa, relating how well he had been received and suggesting that the Viceroy should be asked to dispatch a special embassy to Japan to thank Hideyoshi for his kindness. De Monseu approved the suggestion and appointed Valignani himself to conduct the mission. Before Valignani set out, however, the news came of Hideyoshi's change of front, and fearing that he would not meet with a very warm reception, the envoy took steps first to enquire through Christian friends in Japan whether Hideyoshi would be willing to receive a mission from the Viceroy of the Indies. Hideyoshi was too astute a politician to allow his religious prejudices, if they may be so called, to stand in the way of improving foreign relations, so he readily gave his consent. The mission started badly. Valignani reached Nagasaki in July, 1590, but there fell ill, which gave an opportunity for his enemies at Hideyoshi's Court to suggest that the alleged mission was merely a trick of the priests. Hideyoshi also appears to have changed his views as to the character of the mission, for the vessel which it was stated would be sent to fetch the envoy never arrived. However, Valignani at last started from Nagasaki in November with a retinue of about thirty, which included only four priests. The mission was further delayed when it had reached Murotsu in Harima by the news that Hideyoshi had just lost his infant son and his half-brother Hidenaga. This caused a wait of another two or three months, the mission not starting until March. March, in his "History of Japan," quotes Froese's "Annual Letter" as to the magnificence of the Embassy, of its presents (among which was an Arab horse) and of the reception accorded it by the *Taiko*, who appears to have again shown great friendliness. He gave a private audience to the mission, however, to "comport themselves with much discretion." Valignani left Japan in 1592. His mission, if it did not succeed in its main object, the obtaining of further concessions to the Jesuit priests, had the indirect result of creating a Portuguese craze among the Japanese, "it soon was fashionable to be Portuguese in everything. European dress became so common that on casual meeting a crowd of courtiers it was difficult to say at once whether they were Portuguese or Japanese. To imitate the Portuguese some of the more ardent votaries of fashion even went so far as to commit the Paternoster and the Ave Maria to memory. Religious were eagerly bought—as much as ten or twelve *sen* being paid for a rosary—while all the lords, Hideyoshi and his nephew the Regent included, went about with ornate and reliquaries hanging from their necks—a tribute not to piety but to fashion."

## THE "OPEN DOOR" IN MANCHURIA AMERICAN AMBITIONS.

The *North Freeman*, discussing the report that China will, in return for the so-called Currency Loan, give American business firms an opportunity of economically developing, with the help of Chinese labour and under the guard of Chinese troops, certain districts in Manchuria, affirms very categorically that the doors of Manchuria are open only economically, and that politically they are open to no nations but Russia, Japan, and China. America's recent policy in China, the *North Freeman* characterises as an infringement of the Monroe Doctrine.

## PEOPLING PACIFIC LANDS.

AN EFFECT OF THE PANAMA CANAL.

An article from the pen of Admiral A. T. Mahan in the *June Century* has been the subject of wide comment in the columns of the United States Press, especially that part of it in which he asserts that the greatest benefits to be derived from the opening of the Panama Canal will be from the facilities it will furnish for filling the Pacific lands with immigrants from Europe.

That was the position taken by the people of the Pacific Coast as early as the fifties. When the Nicaragua canal project was first mooted by the Accessory Transit Company the principal object of its promoters was to facilitate the passage of vessels from the Atlantic to the Pacific so that California might receive the supply of labour required to develop its resources, and later, when De Lesseps was seeking moral and financial support for his Panama scheme he urged the benefits that would flow to the Pacific Coast States and Territories by making them more accessible to Europeans.

In those days, and until the Oregon made her spectacular run from Pacific to North Atlantic, very little was said about the part the canal might play in the scheme of national defence. It is not very creditable to the intelligence of the Nation that the proposal based upon the real or fancied necessity of speedily transferring naval vessels from ocean to ocean should have succeeded when more rational arguments failed to impress, but the truth of history demands that the admission should be made that the canal might still be a debatable problem, instead of a nearly accomplished fact, if the toms-toms of war had not been vigorously beaten.

Hardly we are now getting on solid ground and the heavy clouds of the subject are being taken. What Admiral Mahan has to say concerning immigration is being received with respectful consideration, and there is no dissent from his proposition that it is positively necessary, if the Pacific Coast is to be held by men of European extraction and not to be overrun by Orientals, that the sparsely settled region known as the Pacific Slope should be filled with an assimilating race.

Of course this prospect opens to conjecture the future of the State of San Francisco, and upon that point there seems to be little difference of opinion. Portland, Seattle, Vancouver and every other port on the Coast will probably attract their share of the business, but the belief is very general "that after the opening of the Panama Canal San Francisco will become a port of entry for European immigrants second only to New York."

That is the view taken by the *Chicago News* in commenting upon the article, and it adds: "In any event, the elimination of the long and expensive and tiresome land journey to the Pacific Coast is bound to increase in a marked degree the rate of growth of population."

That is the chief thing to be hoped by the Coast. When it obtains its fair proportion of the available labour supply of Europe there will be such a development of resources as will compel the older States to sit up and take notice."—*San Francisco Chronicle*.

## ADMIRALS AND THE DECLARATION OF LONDON.

STATEMENT BY LORD CHARLES BERESFORD.

The *Times* recently published the following from Lord Charles Beresford:—

A private conference of Admirals will be held in London at noon on Monday, June 19, to consider the critical situation created by the intention of the Government to call upon the House of Commons to give its assent to the Declaration of London.

In the opinion of 102 Admirals already expressed in a firmly worded protest to the Prime Minister, it is "urgently necessary, for the preservation of the food of this people during war, that the Declaration of London should be repudiated."

Admiral Lord Charles Beresford, M.P., who was one of the signatories to this protest, will take the chair at the Conference.

Lord Charles Beresford authorizes the following statement as to his personal conviction of the serious situation created by the Declaration:—

"The danger staring this country in the face if the Declaration of London is ratified is not invasion but starvation."

"Under the Declaration of London belligerents are for the first time legally permitted to sink neutral vessels."

"Under the Declaration of London the transportation of the high seas of merchantmen into warships is not forbidden, and it is therefore not illegal, and privateering is revived in its most dangerous form."

"I appeal to men of all parties to look at this matter in the light of the safety of this nation in time of war, and to the Government to refer the Declaration to a commission of experts for consideration and report."

## HEAVY FINE IMPOSED FOR CARRYING OPIUM.

The Collector of Customs at San Francisco has notified Captain A. G. Stevens, master of the steamer *America*, that automatically under the United States statute he is liable to a penalty of \$28,735 by reason of the finding on his vessel of 821 tins of smoking opium, which is forbidden importation. There are some twenty-five similar cases pending before the Collector, and he will give every master in like situation abundant opportunity to present his case to the department before taking steps to collect fines. Masters who refuse to pay the fine after it has been imposed may have their licenses revoked, and it may be optional with the Collector to refuse clearance to any vessels of which they are in command.

The Collector says that it is a question of law as to whether opium or other contraband articles thus found stored away, and without knowledge of the master, can be held to be merchandise, and the finding of which determines the imposition of a fine corresponding with the local market value. The department seems determined to break up the illicit traffic in opium at this port, and, by holding the master liable, to endeavor to have the entire ship's crew co-operate with the customs officials in preventing the smuggling of the contraband. It is understood that the steamship companies will take the matter into court unless the department recedes from its position.

Advices from Washington are to the effect that it is probable that the department will rely upon the recommendation of the Collector here, after all the facts are found in each case, as to whether or not any fine will be imposed and collected.—*San Francisco Chronicle*.

## NEWS FROM MANY SOURCES.

THE LONG ARM OF COINCIDENCE.

The long arm of coincidence is nearly wrenched out of the socket by the *Wanhsien Guardian*, which tells this story about Chorton:—"The family were removing to Chorton, and on the eve of departure the youngest of the house was heard saying his prayers aloud: 'Well, good-bye, God, we're going to Chorton. Once in the dear dead days beyond recall it was a New York paper which told it about Chicago.'

## VICTORY AND THEN—

Fräulein Wardyas, a poor girl employed as a saleswoman in a boot and shoe shop in the small town of Kiszvitz, in Hungary, has just inherited a fortune of \$26,000 in extraordinary circumstances. Herr Croney, an elderly bachelor, was among the customers at the shop, and expressed indignation at the small wages paid to her. Recently he entered the shop to make some small purchases and said that he intended to make Fräulein Wardyas heiress to all his property. She laughed, as he believed him to be badly off, his clothes being shabby. Saying "I really mean it," he unfastened his cuff, and laying it flat on the counter drew out a fountain pen and wrote a will. He called two apprentices to sign it, and having placed it in his pocket left the shop. A few minutes later Herr Croney in making a violent effort to avoid a motor-car in the road way overstrained his heart and fell dead. Next day Fräulein Wardyas was informed that his estate of \$26,000 was at her disposal.

## POOR GIRL'S FORTUNE.

Fräulein Wardyas, a poor girl employed as a saleswoman in a boot and shoe shop in the small town of Kiszvitz, in Hungary, has just inherited a fortune of \$26,000 in extraordinary circumstances. Herr Croney, an elderly bachelor, was among the customers at the shop, and expressed indignation at the small wages paid to her. Recently he entered the shop to make some small purchases and said that he intended to make Fräulein Wardyas heiress to all his property. She laughed, as he believed him to be badly off, his clothes being shabby. Saying "I really mean it," he unfastened his cuff, and laying it flat on the counter drew out a fountain pen and wrote a will. He called two apprentices to sign it, and having placed it in his pocket left the shop. A few minutes later Herr Croney in making a violent effort to avoid a motor-car in the road way overstrained his heart and fell dead. Next day Fräulein Wardyas was informed that his estate of \$26,000 was at her disposal.

## AN EXPENSIVE TELEGRAPHIC ERROR.

A jury in the Supreme Court at New York last month brought in a verdict of \$36,684 in favor of Stephen M. Wolf & Co., cotton brokers, against the Postal Telegraph Company for damages the plaintiffs sustained in the transmission of a telegram to New Orleans. The plaintiffs alleged that they telegraphed their New Orleans agent to sell 20,000 bales of cotton at \$12.70, but that when the telegram reached the agent it read to sell at 12.07. The plaintiffs asked for damages to the amount of \$27,565 with interest. The jury gave them the full amount.

## THE BARK LETTER-WRITER.

The following letter will take a lot of beating in its class:—

"Honoured Sir, — Your humble servant, Ram Dass, who is the dust beneath your feet, wishes to know when his eyes are likely to be dazzled by the light of your countenance. I have eaten of your salt now for four years; and truly it is a great and noble service. I hear that you are returning to India soon; and, if I am permitted to request your service, may I not greatly resemble you greatly resemble—lengthen your time to a thousand years."

## VISITING CARDS.

Visiting cards differ in style according to latitude, and as an example a Paris contemporary recalls an incident in 1844 when M. de Lazare was sent to Louis Philippe as Minister Extraordinary to China. The courtesy of the Ambassador, particularly the Chinese statesmen, particularly the "doyen." When the negotiations had been concluded and M. de Lazare was ready to embark, a delegation brought him a great roll of paper. The Ambassador, seeing this parcel, at once thought this was a present, knowing Chinese methods, but to his surprise they started to unroll the cylinder, which extended to about 57 meters of paper, over 152 ft. Then he learned that it was the visiting card of the "doyen." In return his modest little Bristol board, the humiliated Ambassador added a few words, which read, "The Ambassador of France regrets that he is able to offer only these simple words to your Excellency."

## INDUSTRIAL CANADA.

No one in the present day would seriously attempt to dispute the fact that Canadian industry is making material progress, but not everyone is aware of the wonderfully rapid growth which is taking place in various industries, apart from agriculture, throughout the Dominion. We gather from the Toronto correspondent of the Canadian Agency that the Dominion Textile Company during 1910-11 had a successful year with manufacturing profits of about \$90,000, or nearly 100,000,000 in excess of the previous year. Dividends from the Dominion Cotton Mills and Merchants' Cotton Company bring the total gross profits up to \$1,110,000. The year's sales totalled almost \$5,501,000, an increase of some \$26,000,000 over the previous year. In view of the economic condition of the cotton market this year the gain in profits is particularly gratifying, and it is stated that the outlook for the current year is very good. In order to cope with increasing trade the Canada Car and Foundry Company has decided to increase its car capacity from 70 to 100 cars daily, at an expenditure on plant and equipment of over \$200,000.00. It is satisfactory to learn that the Canada Cement Company is having a successful season with many of the plants working up to full capacity. The business is the best the Company has experienced so far, the immense building operations which are in progress in Canada making the demand for cement very heavy. Sales up to the present for cement are 30 per cent. in excess of 1910, and the Company has acquired the plant of the Western Canada Cement Company at Exshaw, and is constructing a mill at Winnipeg, which when completed will give the Company a total capacity of over 7,000,000 barrels a year.

## U.S. ASIATIC TORPEDO BOAT FLEET.

A CRUISE TO VLADIVOSTOK.

The Asiatic torpedo boat flotilla, under the command of Lieutenant Charles S. Kerriek, U. S. Navy, consisting of the torpedo boat destroyers *Bainbridge*, *Dale*, *Barry*, *Chauncey* and *Decatur*, will leave Cavite to-morrow (July 15th) for a cruise in northern waters. The first port of call will be Hongkong, where the little boats will remain several days and then proceed to several Chinese ports before visiting Japan. An interesting feature of the summer cruise will be a visit to Vladivostok, which port has never before been included in the itineraries of the smaller vessels, and but seldom visited by ships of the fleet.

## RAILWAY CONSTRUCTION BY CONTRACT.

Mr. Cheng Hsiao-shu, the newly appointed Provincial Treasurer of Hunan, is reported, has recently made some suggestions to the Yuchuan Pa with regard to the construction of railways in China. One of his suggestions, which has been widely discussed by the local Press, is the construction of railways by the contract system. Upon the basis of the estimate of the Chinese-American Railway, which states that it would be possible to construct the railway at the rate of 19,000 taels per li, he maintains that if the construction of the Canton-Hankow and the Hankow-Szechuan Railways should be awarded to the lowest bidder, it would be possible to have these railways built at about 20,000 taels per li, allowing a thousand taels per li for the appropriaed difficulties that might be encountered in the latter two lines. The usual cost of railways in China, he asserts, has been about 30,000 taels a li in the case of the most economically constructed railways. By comparing these two figures he concludes it would be at once apparent as to what would be the most profitable measure for the Imperial Government to adopt.

The Peking *Jih Pao* further understands that Mr. Cheng is so thoroughly convinced of the feasibility of his scheme that he is going to recommend it to the Throne on the occasion of his taking Imperial leave to proceed to his new post. According to this journal, in an article published a few days ago, the scheme is not beneficial to China, because by awarding the contract to build railways to foreign contractors it would mean the depriving of a great number of labourers both skillful and otherwise of their rightful work. For foreign materials would be used and foreign engineers would be employed not only as engineers but as foremen and the like. It forebodes ill consequences, and maintains that Mr. Cheng must be carried away by his enthusiasm for the scheme as to forget or to overlook the disadvantages, the natural results of the proposed change.

The *Chen-yen Pao*, however, seems to think that the scheme is the best that has ever been advanced for the construction of railways. The practice in this country has been the awarding of small portions of earth work to minor contractors, and it has never been suggested that even a whole railway line or a portion of it should be awarded to contractors, excepting perhaps the abortive project for the construction of the Chinese-Aigun Railway. The scheme has for its recommendation the fact that it would do away with the large number of office holders under the old system and that large saving in salaries and so forth will be realized. When the railway is being constructed by contractors, it would only be necessary to have one director, one chief engineer, one or two secretaries, a translator perhaps, and a few agents for the purchasing of land and the maintenance of peace. The objectionable features of loan-constructed railways would be more or less eliminated, such as to the paying of commissions to the agencies which are responsible for the negotiation of the loan for materials purchased or not purchased through them, the auditing of accounts or the appointment of chief engineers. The contractors who are entrusted with the construction of such a railway would be those whose bids for the work are the lowest so that the first cost of the railway would be the lowest possible under any circumstances.

Judging from the views both for and against the scheme, it may be noted that so far as the loan agreements are concerned, it makes not much difference whether the railways are constructed by contract or not. The agreement would still prevail in the appointment of chief engineers and auditors and in the payment of commissions for materials purchased abroad. Nevertheless, there are certainly advantages to be derived from the construction of the railways being awarded to the lowest bidders who would be bound by contracts. In framing the contracts, therefore, care should be taken to safeguard an interest of this country especially in the matter of labour and materials. If it could be managed that Chinese materials should be used, much of the commissions that would go to the purchasing agencies would thus be saved, and industries in this country would be considerably encouraged. It is to be hoped, therefore, that the Imperial Government would see their way to benefiting themselves by the fair competition among would-be contractors, and the economy that is surely to be realized by adopting Mr. Cheng's proposal to construct our State railways by contract.—*Ching Daily News*.

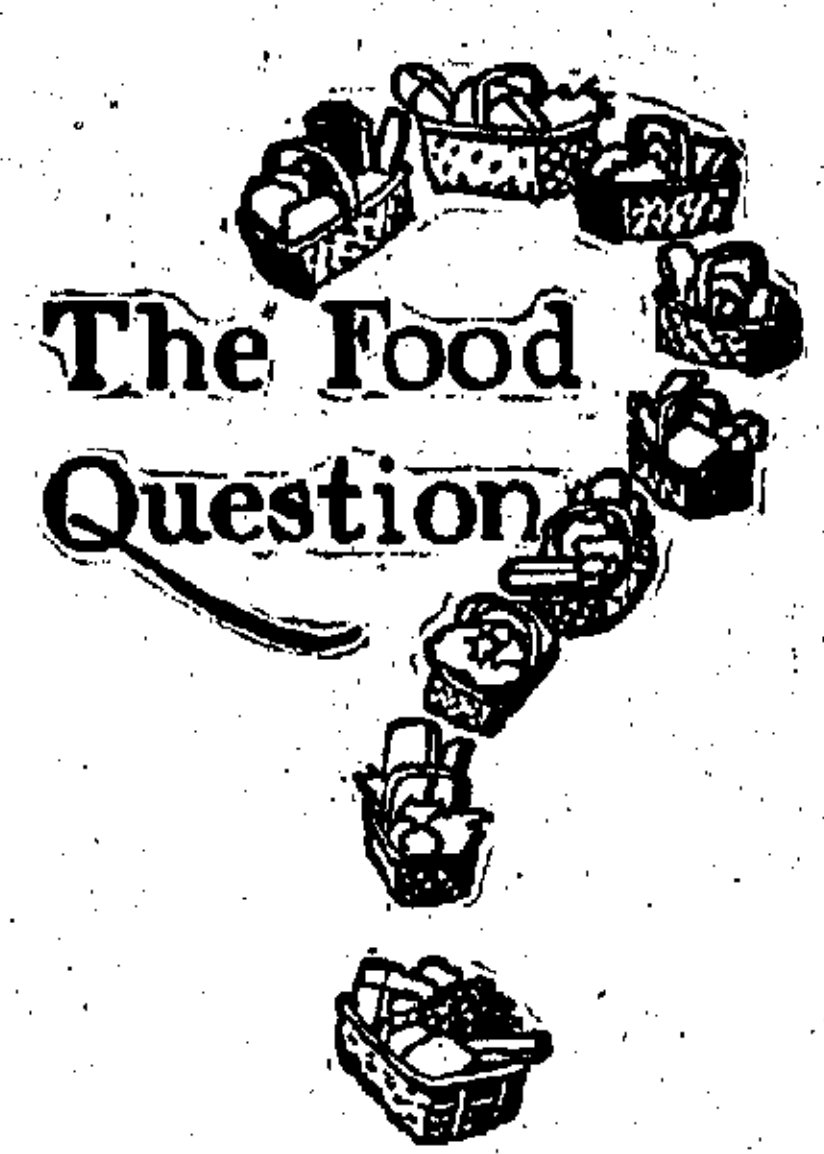
## THE FUTURE OF CANADA.

A writer in *The National Review* argues that, while unanticipated designs on Canada may be expressed, rather a racial instinct than a conscious policy, reciprocity not only makes annexation feasible but renders it almost inevitable because of the community of interest which it must create between two peoples living on the opposite sides of an invisible border. A policy of coercion can be dismissed as altogether impossible. Canada could not be conquered by force of arms. But coercion can assume such forms, and in such a manner, such as that embodied in the "Treaty-Fielding" compact, is an armory of delicately refined weapons capable of reaching indirectly further than the clumsy apparatus of the "tented field."

Under present conditions Canadian trade follows the east and west track of the great trunk railroads that link the ports on the Atlantic and the Pacific. Under reciprocity with the United States a rival movement will begin which in course of time will tend to determine the predominance of the course of trade shall be north and south. Around the Great Lakes, where already there is practically homogeneity of race on both sides of the border, there will ensue identity of industrial and commercial interest. Farther West the agricultural community will become more and more dependent on the growing millions in the United States. Every year will multiply and strengthen the ties which bind us by this fact alone. Canada will increasingly become the debtor to America for trade which could not exist if reciprocity were abandoned. It is an inconceivable result that when vast new interests have been called into being the statesmen of the Republic, obeying that instinct which one cannot deny is one of the strongest characteristics of the Anglo-Saxon race, will determine to utilize the strength of what this writer calls the "pocket interest" to bring political union a step or two nearer to realization?

On the other hand, the Imperial sentiment in Canada must not be overlooked. It is powerful now, and though it is possible that it may be weakened if nothing be done to correct the influence of other tendencies we must not lose sight of the fact that the feeling of loyalty to the Empire, to which the Imperial Conference gives periodical expression, is associated in a natural and congenial manner with a pride of nationality which is one of the most significant things in recent Canadian history. The policy of the Mother Country in such an emergency as that which the Reciprocity forebushes is not an impracticable one. She can lay no restraint on the daughter nations; but, at the same time, she can recognize that her system may be partly assimilated with theirs, so as to bring nearer a definite fiscal union within the Empire.

## INTIMATIONS



## EVERYTHING

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WINES

AND

SPIRITS.

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HONGKONG.

[50]

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AND

SILVER

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ENGLISH,

SWISS

AND

ELGIN

SUPERIOR

QUALITY

MOVEMENTS

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&amp; Co.,

ALEXANDRA BUILDINGS.

[256]

## RUSSO-JAPANESE AGREEMENT.

The Japan Mail reports:— Friday's issue of the Official Gazette publishes the text of the Russo-Japanese Agreement relating to the mutual recognition of the commercial, financial and industrial companies and partnerships of the respective countries, which was signed at Tokyo on the 23rd of last month. The text reads:—"The existence of commercial, industrial and financial joint-stock and other companies, or partnerships, domiciled in either of the contracting countries and formed in conformity with the provisions of the municipal laws of that country, shall be legally recognized in the other country on condition that the said companies observe the municipal laws of that country, and they shall also enjoy the right to sue or to be sued in the law courts of either of the contracting countries. The companies and partnerships mentioned in the foregoing clause shall in all cases enjoy the same rights as those granted, or to be granted, in either of the contracting countries to alien companies and partnerships of the same nature. The foregoing provisions shall not refer to the competence or otherwise of the aforesaid companies and partnerships, formed in either of the countries, to engage in the other country in commerce or industry. Permission for so doing shall be subject to the laws and ordinances in force in the other country. The provisions of the foregoing clauses shall apply to all companies and partnerships existing prior to the signing of this agreement or those which may be formed hereafter. The agreement takes effect from the date of signing and ceases to be valid one year after notice is given by either of the contracting countries of its abrogation."









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### NOTICES TO CONSIGNEES

#### NOTICE TO CONSIGNEES.

THE following Cargo is lying unclaimed in Kowloon Godown at Consignees' risk and expense.

Interested parties are requested to send their Bills of Lading for countersignature to the undersigned and take delivery:—

Ex ss. "SICILIA" arrived 9th April, 1911.

III. Blue 45 pieces Angle Iron, from Antwerp do, 7 Bundles.

Ex ss. "DELHI" arrived 25th May, 1911.

Slingas Peak Hotel, 1 case Rifles, from Bombay.

Ex ss. "NUBIA" arrived 3rd June, 1911.

C.P.C. 13/20 8 cases Wine, from London.

Ex ss. "SIMLA" arrived 11th June, 1911.

D B 10/21 12 cases Confectionery, from London.

962

E. A. HEWETT, Superintendent, P. O. S. N. Co.

Hongkong, 13th July, 1911. [932]

TOYO KISEN KAISHA.

NOTICE TO CONSIGNEES.

SS. "AMERICA MARU."

FROM SAN FRANCISCO, HONOLULU AND JAPAN PORTS.

THE above-named Steamer having arrived, Consignees of Cargo are hereby notified to send their Bills of Lading for countersignature, and to take immediate delivery of Cargo from alongside.

Cargo remaining undelivered on THURSDAY, the 13th inst. at 5 P.M., will be landed at Consignees' risk and expense and delivery must then be taken from Company's Godown.

No Fire Insurance whatever will be effected. No Claims will be recognized after the Goods have left the Steamer or Godown, and Goods remaining undelivered on THURSDAY, the 20th inst., afternoon, will be subject to rent and landing charges.

All claims and otherwise damaged Cargo to be left on board or Godown, and examination of same to be arranged.

All Claims must be filed on or before MONDAY, the 25th inst., otherwise they will not be recognized.

K. MATSUDA, Agent.

Hongkong, 11th July, 1911. [924]

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"LUETZOW."

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 18th July will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 18th July, at 9.30 A.M.

All Claims must reach us before the 22nd July, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

This Steamer brings Cargo:

Ex ss. "Kronprinz" from Zanzibar.

Transhipped at Aden.

NORDDEUTSCHER LLOYD, MELCHERS & Co., General Agents.

Hongkong, 11th July, 1911. [5]

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### NERVOUS DEBILITY.

#### ITS CAUSE AND CURE.

In consequence of the stress of modern life, Nervous Debility is one of the most prevalent disorders of mankind.

The overtaxing wear and tear of the nervous system incidental to the demands of daily life are not repaired as readily as when men lived more peacefully and had more time for the recuperative powers to exercise their influence on the body. The result is, we are all prone to make overdrifts on the bank of health.

To conquer this evil we need something which will restore the excess of phosphorus used up in the vital processes and supply a food which is easily digested and readily assimilated, for the tired body has not the nervous force necessary to digest the heavy foods most of us have to eat.

The preparation which supplies these essential qualities in an ideal form is Sanatogen. It is universally recognized by the medical profession as the world's greatest restorative and reconstructive. The phosphorus it contains rouses the feeble flames of vitality to a blaze, while the large quantity of nutritive casing of which it is likewise composed, is quickly and easily assimilated by the feeble digestive apparatus. The result is soon felt in renewed strength and vigor, both of body and mind.

Sir Charles A. Cameron, C.B., M.D., F.R.C.P., etc., Medical Officer of Health and Public Analyst, Dublin, says:—"After analysing Sanatogen I have arrived at the conclusion that Sanatogen is a substance of the highest nutritive value, containing, as it does, a large amount, relatively speaking, of organic phosphorus, that is, phosphorus which is offered to the tissues in exactly the form in which it can be easily absorbed. It is an excellent nerve tonic."

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[105-339]

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[902]

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Each bottle contains 100 capsules.

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### THE AWAKENING OF SAMUEL.

BY WILLIAM HILL (HONGKONG).

Samuel Jones was a peculiar individual. A character by himself, one of those people who are only met once in a lifetime. It would be a difficult task to present him faithfully in a mere few pages. About five feet five inches in height, age thirty, fairly well built, equally well dressed, and not bad looking is a very flattering description of Samuel in the flesh. His method of locomotion possessed a touch of originality inimitable. It was something between a glide and a trot, yet it was wonderful the amount of ground he could get over in a short time. I have designated him a peculiar individual, and I think I have used the correct term. His every temperament, his every characteristic was peculiar. A person with more singular ideas it would be impossible to meet. His ideas were also original.

He had a strong tendency towards Socialism, but his ideas of social equality often led him into a tight corner.

He maintained that everyone should be considered equal in every respect to his neighbor. Capitalists were not needed. He would let men in the hands of the government and let them finance the nation.

The question of votes for women was a strong argument with Samuel.

A woman's place was at home looking after her children and bringing them up in the way they should go. He could not understand what those who occupied seats in the House of England's Imperial Government were coming to do concerning "Women's Rights."

That point in authority are acting more like a pack of old women than a body of statesmen on whose judgment the welfare of the nation is at stake. By the unalterable laws of God and nature woman always has been, now is, and always will be subject to man, and the recent disgraceful demonstrations of those fanatical creatures who style themselves suffragettes is an insult to the name of woman.

Samuel Jones was a woman hater. The least he had to do with the weaker sex the better he was pleased. That mysterious something called Love, with all its attendant emotional and sentimental phases, was, to him, a lot of rot and humbug. Several fascinating young ladies had tried their best to ensnare him, for he was a fish worth hooking, but the bait had never been tempting enough. Their charms had no effect on Samuel. He kept them at a distance, till at last they left him severely alone. The village of Bolcombe boasted but one shop, and this indispensable establishment, with the exception of the butcher's, supplied all the temporal needs of the inhabitants. Over each of the two large windows, one on either side of the door, in big bold letters skillfully worked in black and gold on a background of deep red, were the words Grocer and Draper respectively. In the middle, just above the entrance, the name of the shopkeeper—Samuel Jones.

This worthy gentleman also kept a small dairy farm, and one of the several responsible positions he held in the village was that of Postmaster.

The knowledge that Mr. Jones' interest in the bank reached four figures, and good round figures at that, was common property, consequently it can hardly be marvelled at that all young ladies of marriageable age and inclinations jumped at every possible chance that presented itself to win the attention of this obscure bachelor. But up to the present time not one of them had met with any measure of success, neither had they any very bright hopes of ever doing so. He did not exactly tell them that he did not wish to be bothered with them; he simply hinted it in a very polite way, and they never failed to understand.

Samuel was no sportsman.

Bolcombe possessed a very fair cricket eleven, also a football team, but all Samuel knew about them was the fact that once a year he was pestered for a subscription.

Now it was very fortunate that Bolcombe had somehow managed to situate on the banks of a fairly large river, for, although Samuel was not a sportsman, he was very partial to one form of recreation, and that was rowing. He owned two fine boats, and hardly a day passed but what he had a good pull. Sometimes he would row slowly up stream for two or three miles, and then come back at an amazing speed, and on such occasions as those there would usually be a group of villagers waiting to cheer him as he finished.

And it was during one of these long excursions up the river that an incident happened of which I am going to tell.

For the past ten years Samuel had enjoyed undisputed possession of the right of way on these waters. He could not remember having ever seen any other craft but his own afloat thereon.

He had come to look upon it as his own personal property, and when talking of his skill as a craftsman he would always refer to it as "my river."

What then must have been his surprise one day to find himself not many yards behind and quickly overhauled by another boat similar to his own? A second look satisfied him that he was not dreaming, rather he was very much awake, for not only was there another boat on the river, but this same boat was in the hands of a woman. When he had recovered himself somewhat he decided to investigate, and a few strong strokes brought him alongside the intruder. Now Mr. Samuel Jones was often heard to say that he knew by name, or, if not by name, by sight every living soul in and within a ten mile radius of Bolcombe. When strangers visited those parts he always knew where they came from, what they were, and how long they were likely to stop, for information such as this was in the interests of his business.

But now he had to acknowledge himself beaten, for here alone in a boat on "his river" was a young person of the "hated" sex of whom he knew absolutely nothing, seeming to spring up before him in a moment from nowhere.

The only habitation of any importance anywhere near was a dreary old house about half a mile distant up the river called "The Moat," and this was occupied by a very mysterious personage known locally as Prof. Spingle. This eccentric individual lived the life of a recluse, for, with the exception of the housekeeper and a man who might be termed the gardener, no one had ever been seen at the place.

As the two boats drew level he slowed down. For a space occupying less time than it takes to record it they took stock of each other, each seeming to grasp every detail at a glance. And this was Samuel's summing up:

"Twenty to twenty-three, fairly good looking, five feet six inches in height, dark hair, blue eyes, slender frame, slender waist, long legs, brown open-work stockings, short white skirt, waist belt with silver clasp, and loose short-sleeved low-necked bodice of pale pinkish colour, prettily trimmed with ribbons and lace. Her hat, an ordinary straw one, with two enormous pins stuck through it, lay in the bottom of the boat."

It was evident that this was not the first time she had been in a boat, for it takes much practice to be able to feather an oar properly.

They looked at each other for perhaps half a minute. Then she spoke.

"Good afternoon," she said.

"Good afternoon," he answered.

Quite a commonplace remark.

He had almost expected that she would apologise for trespassing, pleading that she was ignorant, or something of the sort. But no, she did not seem a bit disturbed by his presence. He began to feel awkward. What could he say, what could he do? He could not order her off the river, for it was as much hers as his, although he had never before realized this fact so clearly as now.

"I have not seen you before," he ventured. She smiled.

"No, I do not think you have," she said.

"Are you staying in the neighbourhood?" he asked.

"Yes, I am stopping at the Moat for a week or two."

She let the oars trail in the water, allowing the boat to drift. He did the same.

"I was not aware they kept boats at the Moat."

This time she laughed quite merrily.

"Fancy my uncle keeping boats! Why, he doesn't keep anything in that musty old place except two dogs, a cat, and some chickens. I brought them one with me. I don't know what I should have done with myself if I hadn't. There seems no way of amusing oneself in this horrid show."

Here was a queer creature indeed, thought Samuel. A young lady carrying her own boat about with her. What next would people do?

"Are you fond of rowing?" was his next question.

"Oh, yes, I love it. At home I spent all my spare time on the water. We live at Kingston-on-Thames, you know. A perfectly delightful place. Would you like to live?"

"At Bolcombe? You do not know the place, I suppose?"

"Not even by name." She brushed back with her fingers some hair that had broken bounds.

"You see, I have only been at the Moat about eighteen hours, and this is my first visit to this part of the country. But I mean to have a look round as soon as I can. Will you show me Bolcombe?"

Samuel was not prepared for this. He began to wish he had kept out of the way. But there was no escape now. He hesitated, trying to frame an evasive excuse. She was looking at him expectantly.

"One day, when you are in the village, I will tell you all there is interesting about the place, but there is not much to tell."

"Thank you so much. I will come to-morrow afternoon. But stop! I do not even know your name yet, or where you live. I mean your address. My name is Mildred Langford. Miller."

He felt for a card, found one, and handed it to her. She read it carefully.

"So you keep a shop," she remarked. He felt like retorting that the shop kept him, but refrained.

"Yes, I am the owner of the largest business in the district!" And as he said it he tried to look as proud as he felt.

"That's very nice," she said. "And now, she continued, as she arranged her skirt neatly, just leaving her dainty toes showing, "seeing that we have been so unconsciously introduced, I conclude that we may consider ourselves friends. That being the case there can be no harm in one friend showing another friend round. Therefore, Mr. Samuel Jones, you are to expect me at your residence at Bolcombe at three-thirty sharp to-morrow afternoon, and I shall want a cup of tea after rowing all that way. You are quite agreeable, aren't you?"

Poor Samuel. Was ever a man in such a fix? He would have liked to have said no with as much emphasis as possible, but he couldn't muster the courage. He must say something. It was evident to Samuel that she was the wrong person to take excuses, and he could not think of a suitable one just then. She noticed his confusion, and it was plain to be seen by the twinkle in her eyes that she was enjoying the joke immensely. So he said—"Yes, yes, certainly. Shall be delighted, I'm sure. But you do not know your way?"

Her wonderful eyes seemed to be looking right into his very soul.

"That is a difficulty which is easily overcome. I am sure you will be returning to Bolcombe presently, and what is easier than that I should pull back with you? And now I think we had really better be moving. See, the sun is already well down behind the trees, and I begin to feel chilly!"

So they rowed back together. And Samuel kept a little ahead so that he might watch her. She was splendid. He had never seen such a smiling before. He always considered himself good, but she excelled. Seemingly without any exertion, graceful in every movement, she made the boat skim over the water.

They soon reached Bolcombe.

"Here we are," he shouted, and deftly brought up alongside his little landing stage.

"That is my place you can just see between those two poplar trees. This path leads right to the door."

She noted the way he indicated, then immediately turned about.

"Good-bye," she called back. "Don't forget three-thirty," and with a few powerful strokes was soon well away up stream. Mr. Samuel Jones made his boat fast and walked indoors. That evening it was the talk of the village that Samuel Jones had been seen on the river with a strange young lady.

She was there punctually at three-thirty. Samuel was not at the water's edge to welcome her or give her a hand with the boat. He knew he should have been, but he was shy. For hours he had struggled to screw up the courage necessary, but at the last minute failed miserably. From one of the windows he could observe his landing stage, and when he had looked out at three o'clock he noticed about half a dozen village louts hanging round. They were there at three-fifteen, and still there at three-twenty-five. And she was due at three-thirty.

No, he could not bring himself to face the music, so he went into the shop and looked through some books. But perhaps, after all, he wouldn't come. He tried to make himself believe that it was a huge joke. What an idiot he was to allow himself to be worried by a mere woman. And yet, try as he would, he could not keep himself from thinking about her.

He could not understand it.

Woman had always been such an inferior being to him, an insignificant item in life. And then there was the village gossip. A lady everyone knew that he had been seen rowing in company with a strange girl. And this same girl was coming to see him. She would possibly want him to take her round the village, and he could not very well refuse now. What would people say when they saw them together? What excuse could he make for his conduct after all his avowed hatred for the weaker sex?

Would any explanation be accepted?

Just then he thought he heard someone cough outside. He glanced towards the door, and in there she stood. It had been many years since such a vision of beauty had crossed that threshold. Even Samuel's unappreciative eye had noted that she was fair to look on, that, as she sat at her ease in the boat, there was a fascination about her which he could not explain.

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She Sells Sea Shells.  
Put me on an Island.  
I do like to be beside the seaside.  
I've found Kelly.  
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I'd rather be beside the fireside.  
Down came the Blind.  
Let me have a look at it.  
I Know of Two Bright Eyes.  
Three Fishers went Sailing.  
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Nirvana.  
Hurrah for the Highlands.  
Sootland Yet.  
The Whispering of the Flowers.  
Eton Boating Song.

## ROBINSONS.

1734

And now, as she stood in the doorway, looking at him with those eyes which had haunted him all night, he was forced to admit that he had never before beheld such loveliness. It was not a case of fine feathers make fine birds.

She was not gorgeously arrayed in the extravagant flattery of such as the present day women are so fond. Samuel stood spell-bound, enraptured, enthralled, enraptured. Never before had he experienced a sensation such as that which now flooded his whole being. He stood and gazed on her, unable to move or speak while she smiled sweetly at him, and he knew that from henceforth he was captive to her will.

Then suddenly he awoke to the fact that he was acting very foolishly.

He went to meet her, taking the hand she extended. There seemed to be some hidden magic in the touch of that hand, for it sent another thrill right through him.

"Well, Mr. Jones, here I am, you see. I had half expected that you would be out there by the river to meet me, but no doubt you are too busy to worry your head about a silly thing like me. I shouldn't wonder if you hadn't forgotten that I was coming. What a beautifully shop! So clean and tidy, and so tastefully arranged. Do you like shopkeeping?"

Samuel was beginning to collect his scattered wits.

"Oh, yes, I like it very much," he stammered.

"You see, I don't do much work myself, but look after the books; my assistants do it all."

"I understand. They do the work and you take the profit." She lifted the lid of a glass case that stood on the counter and took a chocolate.

"And do you live all alone here, Mr. Jones?"

"With the exception of my housekeeper, I am all alone. But I am quite content. My business takes up out a good part of my time, and what few hours I have left for myself I like to spend in peace and quietness."

"Am I to infer anything from that?" she asked.

He realized what a blunder he had made and hastened to rectify it.

"Please do not misinterpret me. I am sure I did not mean to insinuate for one moment that you were disturbing my peace. I so seldom have any visitors, so seldom see anyone except my usual customers, that I got quite nervous when I saw a fresh face, and hardly knew what I was saying. Will you be so good as to step inside and have a cup of tea with me?"

"Now you really are talking sensible. Lead on, most gallant sir."

She followed him into a cosy little sitting room, where tea was laid for two.

Samuel quickly lost his reserve and shyness in the presence of this charming creature, and by the time they had finished their tea they were exchanging confidences as if they had known one another for years.

He told her all his family history and she listened attentively. Then she related tales of adventures which had befallen her when boating or shooting. So the time passed quickly, and he was more than sorry when she suggested that they should have a look round outside.

There was something very much the matter with Samuel. What it was he could not say, but never before had he felt as he did then. His brain seemed on fire, his pulse was going at a terrific pace, every nerve in his body was tingling as though he had received an electric shock.



## INTIMATION

The LONG and SHORT of it.

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FOR

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[533-4]

## MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

**BRITISH**  
Albatross, dispatch-boat, 700 tons, 4 guns, 2,000 h.p., Comdr. A. Lowndes, Wei Haiwei.  
Astron, 2nd class cruiser, 4,360 tons, 10 guns, 7,000 h.p., Captain E. B. Kiddle, Wei Haiwei.  
Atlas, admiral's tug, 615 tons, 1,400 h.p., Master S. West, Hongkong.  
Drumble, gunboat, 710 tons, 500 h.p., Lieut. Comdr. B. G. Washington, Shanghai.  
Britannia, gunboat, 710 tons, 500 h.p., Lieut. Comdr. J. M. B. Smith, Shanghai.  
Cadmus, British sloop, 1,070 tons, i.h.p. 1,400 (A), Comdr. H. Lyne, Shanghai.  
Cherub, water tank and tug, 390 tons, i.h.p. 340, Master W. Smith, Hongkong.  
Clie, British sloop, 1,070 tons, i.h.p. 1,400, Comdr. H. R. Veale, Shanghai.  
Fame, torpedo-boat destroyer, 340 tons, 6 guns, 5,700 h.p., Lt. Comdr. H. S. Moore, Wei Haiwei.  
Flora, 2nd class cruiser, 4,360 tons, 10 guns, 7,000 h.p., Captain J. Nicholson, Wei Haiwei.  
Handy, torpedo-boat destroyer, 295 tons, 6 guns, 4,000 h.p., Lieut. Comdr. Hon. Guy Stopford, Hongkong.  
Hart, torpedo-boat destroyer, 295 tons, 6 guns, 4,000 h.p., Lt. Comdr. Hon. Guy Stopford, Hongkong.  
Jaous, torpedo-boat destroyer, 320 tons, 6 guns, 3,900 h.p., Lt. Comdr. M. B. R. Blackwood, Wei Haiwei.  
Kent, armoured cruiser, 9,800 tons, 14 guns, i.h.p. 22,000, Capt. S. St. J. Farquhar, en route to Wei Haiwei.  
Kimba, river gunboat, 615 tons, i.h.p. 1,200, Lieut. Comdr. T. J. S. Lyne, Yangtze.  
Marlin, surveying ship, 1,070 tons, 6 guns, 1,400 h.p., Comdr. B. O. M. Davy, Sandakan.  
Minstrel, armoured cruiser (flagship), Viceroy, Admiral Sir A. L. Wintles, K.C.B., C.V.O., C.M.G., 14,600 tons, i.h.p. 27,000, Capt. G. C. Cayley, Wei Haiwei.  
Monmouth, armoured cruiser, 9,800 tons, i.h.p. 22,000, Captain L. E. Power, M.V.O., Wei Haiwei.  
Moorhen, river gunboat, 180 tons, 2 guns, i.h.p. 800, Lieut. Comdr. G. P. Leith, West River.  
Newcastle, 2nd class cruiser, 4,800 tons, turbine, Captain George P. E. Hunt, D.S.O., Wei Haiwei.  
Nightingale, river gunboat, 85 tons, 240 h.p., Lt. Comdr. Claude Hillenden-Woodward, R.N., Yangtze.  
Otter, torpedo-boat destroyer, 365 tons, 6 guns, 5,000 h.p., Comdr. Lamb, Wei Haiwei.  
Robin, river gunboat, 85 tons, 240 h.p., Lt. Comdr. Cosmo A. O. Douglas, West River.  
Rosario, depot ship for submarines, 960 tons, i.h.p. 1,400, Lt. Comdr. N. E. Archdale, Sandpiper, river gunboat, 85 tons, 240 h.p., Lt. Comdr. E. J. J. Southby, West River.  
Snipe, river gunboat, 85 tons, 2 guns, 240 h.p., Lt. Comdr. Maurice B. Leslie, Yangtze.  
Taka, torpedo boat destroyer, 305 tons, i.h.p. 6,000, Gunner E. J. Trillo, R.N., Hongkong.  
Tamar, receiving ship, 4,650 tons, 6 guns, Commodore Eyre, Hongkong.  
Teal, river gunboat, 180 tons, 2 guns, 600 h.p., Lieut. Comdr. R. J. Buchanan, Yangtze.  
Thistle, gunboat, 710 tons, 500 h.p., Lieut. Comdr. M. B. Dalziel-Hamilton, Hongkong.  
Virago, torpedo boat destroyer, 395 tons, 6 guns, 6,300 h.p., Lieut. Comdr. Harold D. Adair, Hal, Wei Haiwei.  
Waterwitch, surveying ship, 620 tons, 450 h.p., Lieut. Comdr. R. L. Hancock, Singapore.  
Whiting, torpedo-boat destroyer, 360 tons, 6 guns, 5,900 h.p., Lieut. Comdr. G. B. Hatfield, Wei Haiwei.  
Wildeon, gunboat, 195 tons, 2 guns, 800 h.p., Comdr. M. H. Willing, Yangtze.  
Woodcock, gunboat, 150 tons, 2 guns, 550 h.p., Lieut. Comdr. B. B. Brooks, Singapore.  
Woodcock, gunboat, 150 tons, 2 guns, 550 h.p., Lieut. Comdr. G. F. A. Mulock, Yangtze.  
**Submarines**  
No. 36, Godfrey Herbert, Lieut. Comdr. No. 37, A. L. Fenner, Lieut. Comdr. No. 38, J. A. C. Collington, Lt. Comdr.  
**AUSTRIAN**  
Kaiserin Elisabeth, Austrian protected cruiser, 4,000, Fregattenkapitan Oskar Honsa, Northern Waters.  
Panther, third class cruiser, 1,530 tons, Fregattenkapitan, Theodor Skerl Edl. von Seimdlidheim.  
**FRENCH**  
Achéron, armoured gunboat, 1,330 tons, 9 guns, 1,700 h.p., Lieut. Bertrand, Saigon.  
Alger, 2nd class cruiser, 4,320 tons, 22 guns, 5,100 h.p., Commander Fournier, Hongkong.  
Alouette, gunboat, 500 tons, 7 guns, 400 h.p., Commander Badi, Saigon.  
Argus, river gunboat, 180 tons, 6 guns, 570 h.p., Lieut. Audouard.  
Baionnette, gunboat.  
Cimetière, gunboat, 140 tons, Reserve, Saigon.  
Caroline, gunboat, 134 tons, Reserve, Saigon.  
Décidé, gunboat, 630 tons, 10 guns, 900 h.p., Lieut. de Linars, Shanghai.  
Duplex, armoured cruiser, 7,578 tons, 26 guns, 17,000 h.p.  
Desaix, armoured cruiser, 7,578 tons, 26 guns, 17,000 h.p.  
D'Herbille, gunboat.  
Eclat, gunboat, 141 tons, Reserve, Haiphong.  
Esturgeon, sub-marine, 70 tons, 60 h.p., Lieut. Combat, Saigon.  
Fronde, destroyer, 300 tons, 7 guns, 6,300 h.p., Saigon.  
Hauti Rivière, river gunboat, 150 tons, 6 guns, 152 h.p., Haiphong.  
Lynx, sub-marine, 70 tons, 6 h.p., Lieut. Marre, Saigon.  
Montcalm, armoured cruiser, (flagship), 9,567 tons, 38 guns, 18,600 h.p., Rear Admiral de la Croix de Castries, (Commander-in-Chief).

Mancho, surveying-ship, 1,625 tons, 10 guns, 900 h.p., Commander Ragot de la Touche, Saigon.  
Mouquet, destroyer, 300 tons, 7 guns, 6,300 h.p., Commander de la Roche Kerandrac, Saigon.  
Olry, river gunboat, 170 tons, 6 guns, 500 h.p., Lieut. de Maistreville, Upper Yangtze.  
Paiho, river gunboat, 130 tons, 4 guns, 280 h.p., Lieut. Puch, Tongkin.  
Perle, sub-marine, 70 tons, 60 h.p., Lieut. Monnier, Saigon.  
Pistolet, destroyer, 300 tons, 7 guns, 7,000 h.p., Commander Mortenol, Saigon.  
Protée, sub-marine, 70 tons, 60 h.p., Lieut. Morris, Saigon.  
Redoubtable, battleship (reserve), 8,330 tons, 37 guns, 6,200 h.p., Capt. Dronet, Saigon.  
Styx, armoured gunboat, 1,300 tons, 8 guns, 1,600 h.p., Lieut. Seriot, Saigon.  
Takou, destroyer, 280 tons, 6 guns, 6,500 h.p., In Reserve, Saigon.  
Vauban, torpedo-depot, Commander Mortenol, Hongay.  
Vétéran, torpedo-depot, Lieut. Bihel, Cap Saint-Jacques.  
Vigilante, river gunboat, 180 tons, 6 guns, 7 h.p., Lieut. Dammelin, Sikiang.

**GERMAN**  
Arcona, cruiser, 2,719 tons, Captain von Hippel.  
Amoy, gunboat, 1,000 tons, 10 guns, h.p., Captain Luns.  
Jaguar, gunboat, 900 tons, 10 guns, 1,300 h.p., Captain Graf von Posadowsky-Wehner.  
Leipzig, cruiser, Captain Engel.  
Luchs, gunboat, 850 tons, 10 guns, 1,344 h.p., Captain Böken.  
Scharnhorst, armoured cruiser (flagship), 11,420 tons, 52 guns, 26,000 h.p., Kapitän zur See Mass.  
Zar See Mass.  
Taku, destroyer, 280 tons, 4 guns, and 2 torpedo boats, 6,000 h.p., Kommandant Kolbe (Hans) Bertram.  
Torpedo boat "Ego," Kapitän Leut. Heyden.  
Tiger, gunboat, 900 tons, 10 guns, 1,380 h.p., Captain v. Koss.  
Tsingtau, gunboat, 170 tons, 5 guns, 1,300 h.p., Captain Ross.  
Waterland, gunboat, — tons, 3 guns, 500 h.p., Captain Toussaint.

**ITALIAN**  
Calabria, protected cruiser, 4,423 tons, 26 guns, 4,400 h.p., Capitano Maria Casanova di Josenach.  
Fulgur, protected cruiser, 2,408 tons, 26 guns, 7,000 h.p., Capitano Guiselli Vicoconti Marchese Lorenso.

**PORTUGUESE**  
Patris, gunboat, 700 tons, Captain J. Afonso.

**UNITED STATES**  
Albany, cruiser, 3,000 tons, C. B. Williams.  
Ararat, gunboat, Lieut. Comdr. Matt H. Signor.  
Bainbridge, destroyer, 7 guns and 2 torpedo tubes, Ensign Lloyd W. Townsend.  
Barry, destroyer, 420 tons, Ensign Edmund S. Root.  
Callao, gunboat, 243 tons, Ensign J. B. Morrison.  
Cleveland, cruiser, 3,200 tons, Commander Hugh Rodman, Shanghai.  
Charleston, battle-ship (flagship), 9,700 tons, 58 guns, 21,000 h.p., Comdr. John H. Gibbins, Shanghai.  
Chattanooga, cruiser, 3,200 tons, Commander John D. MacDonald, Shanghai.  
Chauvin, destroyer, 430 tons, Ensign I. N. McNair.  
Dale, destroyer, 420 tons, Lieut. Herbert H. Michael.  
Denver, cruiser, 3,200 tons, Comdr. Edward E. Coghart, Shanghai.  
Galveston, cruiser, 3,200 tons, Commander John A. Hoggeworth, Manila.  
Halena, gunboat, 1,392 tons, Comdr. Reuben O. Bittler, Shanghai.  
Mindoro, gunboat, Lieut. George M. Baum.  
Mohr, station ship, Commander G. B. Haggis.  
Monterey, monitor, 4,400 tons, Lt. D. W. Todd.  
Nanshan, transport, 1,877 tons, W.D. Pariseau.  
New Orleans, cruiser, 3,430 tons, Comdr. Roger Welles.  
New York, cruiser (flagship), Comdr. J. P. Jayne.  
Paraguay, gunboat, Ensign Roy L. Lowman.  
Pennsylvania, armoured cruiser, 18,980 tons, Capt. A. Ward.  
Pompey, collier, 1,860 tons, James D. Jettett.  
Porpoise, 125 tons, 180 h.p., Ensign Kenne.  
Rainbow, cruiser, 6,028 tons, Comdr. A. C. Stott.  
Samar, gunboat, Ensign W. C. L. Sides.  
Shark, 125 tons, 160 h.p., Ensign Theodore G. Ellyson.  
Villalobos, gunboat, 370 tons, Lt. A. Andrews.  
Wilmington, gunboat, 1,900, Comdr. G. B. Salisbury, Hongkong.

## ON SALE.

## MAIL TABLES

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Hongkong, 6th February, 1911.

## THE AWAKENING OF SAMUEL.

(Continued from page 5.)

Could it be that this giddy, handsome girl who was laughing and joking with him, had anything to do with it?

He took her by a path across the fields to the old church, and told her all he knew of his history, not forgetting to point out the last resting place of his ancestors. Then they had a look at the Vicarage.

It seemed strange that fate should have decreed that the Vicar should emerge through the drive gates just at that moment, but it was so. He looked hard at Samuel, as if he doubted the evidence of his eyes, then smiled, raised his hat, and passed on.

Poor Samuel! He went hot and cold all over two or three times in quick succession. What would the Vicar think of him, and which was of much more importance, what would he say?

He was aroused from his gloomy thoughts by a voice which sounded to him like sweet music asking:—"Is that the person?"

Had it been anybody else who had asked this question he would have answered that it was the sweep. But as it was he, he simply said:—"Yes, that is the person."

The Rev. Frank Pounce, and a very nice placid old man, well liked by everybody in the district.

It is an undeniable fact that all things come to an end, and so it came about that just as the light was beginning to fade he found himself handing her into her boat.

"Do not disappoint me," she was saying. "You have promised, you know, and I shall expect you at three o'clock to-morrow afternoon, and if you do not turn up, I will never speak to you again."

Tata. Pleasant dreams."

Who will ever tell out in the stream. He raised his hat and stood watching her as she pulled away.

As she rounded the first bend she waved her hand to him. He waved his hat. Then she disappeared out of sight.

Samuel walked slowly back to his shop.

It has been said that Love comes to a man but once in a lifetime, though some profess otherwise. There are many who do not believe in Love at first sight. Nevertheless it is possible. Who will deny the existence of Personal Magnetism? Is it not true that daily we come in contact with people with whom we are favourably impressed at a glance, others whom we immediately dislike and repel? And this peculiarity of our nature is more pronounced among persons of opposite sex.

Now this law of repulsion or attraction had had little if any effect on Samuel. Perhaps it was because he had resisted it to the utmost, or that his nature and general temperament was really different to that of the average youth, for seemingly the young men of this present generation fall in love with every pretty face they see, and as quickly fall out again.

Possibly it was during an unguarded moment that Samuel was overcome and lay slain at the feet of this goddess in a boat.

For the next seven days without a break he had met her up the river. Sometimes they rowed slowly side by side and talked and laughed. Then one day Samuel took out his largest boat which he had in store, and they both occupied the same boat and took turns at pulling. And then, when they felt tired, they would pull in under the sheltering bank, and then perhaps they both occupied the same seat. One day they climbed from the boat on to the bank and sat and lay for two solid hours on the beautiful mossy turf among the leaves and flowers. Samuel was in the seventh heaven of happiness.

It was somewhere about this time that the Quick Supply Provision Company at Brethrenham, by express post from Mr. Samuel Jones of Bolcombe for two dozen boxes of fancy chocolates and three pairs of a certain make of gloves.

Every day for three weeks with but one exception did Samuel go up the river.

He neglected his business and consequently some of his customers were complaining.

Mrs. Kindart, the housekeeper, complained with him once or twice to try and get something, but all in vain.

He was sitting for things materialising from his mind. He was living on love, and judging from appearances was not getting very fat on it. Night after night he lay awake praying for the day to break, for the moment to come when he should again behold her. It was heaven to be in her presence, and he was satisfied—for a week or two. And then another idea entered his head, and this one was not very original. One night he suddenly asked himself why he thought of the local married. But the next minute dismissed it as foolish. What was local gossip compared with her? Why, he would face a universe for her sake, let alone Bolcombe. Love overcomes all difficulties, breaks down all barriers, and makes heroes of cowards.

And so that night he decided that on the morrow he would ask her to be Mrs. Jones.

Soon after the King of Day had not forth his glorious beams across the chilly earth Samuel drove quickly away from Bolcombe, bound for Brethrenham.

When he returned, some three hours later, he felt a very happy man. Stowed away in his waistcoat pocket was a little packet which contained a pretty little ring.

He was due to meet her at three-thirty, it was now twelve noon. Three and a half long hours to wait. So to pass the time he went out and washed the boat.

At three o'clock he pushed off, taking with him his precious little packet and some more chocolates. With long powerful strokes he sped across the water. Twenty minutes brought him to the appointed meeting place, to the place where to-day he would decide his fate. He looked round. No boat to be seen. Well, he was ten minutes before time; she would come very soon. But the ten minutes passed and she did not come. What could have happened? She had always been punctual before. Perhaps she had met with an accident? He had taken one stroke towards the fulfillment of this intention when his attention was arrested by a boy on the bank waving his arms and shouting. Laying on his ears he shouted back:—"What's the matter, youngster?"

"Be you Mr. Jones, sir?"

"Yes, I am Mr. Jones, my lad. What do you want with me?"

"Well, sir, I've got a letter"—and he held up the article named—"and a young lady give me her give you."

A sudden thought suggested themselves to Samuel's mind as he manœuvred the boat into a position from which he could reach the note. Was she ill? Had she forsaken him? Was her uncle keeping her away? and so on.

With feverish haste he tore open the envelope and this is what he read:

Dear Mr. Jones,

So very sorry to have to disappoint you to-day, but my husband, who is expected to come down, has returned with him at once. Accept my sincere thanks for all your kindness.—Yours truly,

MILDRED LANGFORD.

## STRAITS SETTLEMENTS STOCKS AND SHARES.

RUBBER COMPANIES.

SINGAPORE, June 20.

Per value each share 21 Cents paid up are:—	Malayan Companies	Singapore Fraser & Co's Prices, May 31	Dividends	Per value each share 21 Cents paid up are:—	Malayan Companies	Singapore Fraser & Co's Prices, May 31	Dividends
15/ paid	Alor-Pongsa ...	...	...	fy. paid	Malacca Ordinary ...	91.86	...
3/ fy.	Anglo-Johore ...	18 1/2	100%	2/ fy.	Malacca Rubber ...	47	...
3/ fy.	Anglo-Malay ...	...	...	10/	Merton Syndicate ...	112.8	10%
17/6	Bakap ...	...	5%	2/ fy.	Mount Austin ...	...	...
1/6	Banteng ...	...	150%	14/	Narborough Est. ...	...	...
1/6	Batu Caves ...	15.0	...	2/ fy.	North Hummock ...	...	25%
1/6	Batu Kawan ...	...	...	2/ fy.	Padang Jawa ...	3/11	...
1/6	Batu Tiga ...	4.6	10%	2/ fy.	Pandan Johore ...	...	...
3/1/	Berannang Selangor ...	...	...	2/ fy.	Pataing ...	2.33	335%
1/6	Bernam Perak ...	...	6%	10/	Pelepah (Johore) ...	7/1	124%
1/6	Do. Ordinary ...	...	...	12/6	Perak Est. ...	...	...
12/6	Bidor ...	...	...	17/0	Pray ...	...	10%
2/ fy.	Blands Selangor ...	...	...	12/6	Ratanui ...	...	...
2/ fy.	Bukit Clob ...	...	...	12/6	Rembia ...	28/9	6%
15/	Bukit Kajang ...	2.4	11 1/2%	15/	R. Est. of Krian ...	...	...
2/ fy.	Bukit Mertajam ...	27 1/2	...	15/	R. of Johore ...	...	...
3/9	Bukit Rajah ...	14.0	80%	2/ fy.	Sagga ...	12.100	50%
3/9	Bukit Selangor ...	...	...	2/ fy.	Seahong ...	4.120	40%
8/	Chanak Salak R. and Tin ...	6.00	7 1/2%	21/6	Selangor Rubber ...	2.60	375%
2/ fy.	Cheroweso ...	3.6	...	16/	Sempah ...	...	...
2/1/6	Cheviot ...	...	...	16/	Seremban ...	1.125pm	30%
3/ fy.	Chota Rubber ...	...	...	16/	Seremban ...	4.73	30%
3/ fy.	Closely Ordinary ...	2.00	160%	16/	Shelford ...	3.26	30%
3/ fy.	Consol. Malay ...	18 1/2	100%	16/	Singapore Paru ...	4/4	12 1/2%
3/ fy.	Damansara ...	6.150	75%	16/	Straits (Bertam) ...	6/1	7 1/2%
3/ fy.	Dennistown ...	11/6	30%	16/	Strathmore R ...	...	...
3/ fy.	Engli Selangor ...	...	90%	16/	Sungei Baru ...	...	...
3/1/6	Engli Selangor ...	...	...	16/	Sungei Choh ...	4.126	20%
3/1/6	Gua Koe R. Est. ...	...	...	16/	Sungei Kapar ...	10/5 1/2	55%
3/1/6	Garing (Malacca) ...	...	...	16/	Sungei Krut ...	...	...
3/1/6	Golden Hope ...	4.126	25%	16/	Sungei Lang ...	4.00	10%
3/1/6	Guala-Kalumpung ...	5.150	40%	16/	Sungei Liang ...	5.120	30%
3/1/6	H. and Lowlands ...	4.50	60%	16/	Tangkah ...	...	...
3/1/6	Inch Kenneth ...	11.100	25%	16/	Third Mile ...	...	...
3/1/6	Johore Para ...	...	...	16/	Tremelbye ...	...	10%
3/1/6	Johore R. Lands ...	...	...	16/	Uda, Sna Betong ...	...	...
3/1/6	Jong-Lander ...	...	...	16/	Val d'Or Est. ...	...	...
3/1/6	Juru Estates ...	...	...	16/	Vallambrosa ...	1.85	75%
3/1/6	Kpong Kuantan ...	...	...	16/	Trust and Finance Companies.	...	...
3/1/6	Kamuning "A" ...	3/3 pm	15%	16/	Anglo-Straits R. T. ...	...	...
3/1/6	Do. "B" ...	6/	...	16/	Eastern Internat. Trust ...	...	20%
3/1/6	Kapara Para ...	7.100	65%	16/	Mid-East Invest ...	...	...
3/1/6	Kellias ...	...	...	16/	Rubber Plants, Inves. Trust ...	...	7 1/2%
3/1/6	Kepone ...	...	...	16/	R. Share Trust ...	...	...
3/1/6	Killinghill ...	...	...	16/	Straits M. & Trust ...	...	...
3/1/6	Kinta Kellias ...	...	...	16/	India, Ceylon, Borneo, Java and Sumatra.	...	...
3/1/6	Klangan ...	...	...	16/	Anglo-Java ...	...	...
3/1/6	Kota Tinggi ...	...	...	16/	Asahan (Sumatra) ...	...	...
3/1/6	Kruba ...	...	...	16/	Bangawan R. ...	...	...
3/1/6	Kuala Klang ...	...	...	16/	Central Sumatra ...	...	...
3/1/6	Kuala Lumpur ...	6.160	75%	16/	Indian Peninsula ...	...	...
3/1/6	Kuala Pah ...	...	...	16/	Java Amalgam ...	...	...
3/1/6	Kuala Selangor ...	11/2 1/2	30%	16/	Kinanis ...	...	...
3/1/6	Labu ...	4.50	12 1/2%	16/	Langkon ...	...	...
3/1/6	Landeron ...	...	...	16/	Manchester ...	...	...
3/1/6	Ledoury ...	3.60	10%	16/	Nirmala (Java) ...	...	...
3/1/6	Lendu ...	1.118pm	...	16/	Pontianak ...	...	...
3/1/6	Langgi ...	2.13	150%	16/	Sumatra Para ...	...	...
3/1/6	London Asiatic ...	10/7	25%	16/	Sumatran Tropics ...	...	...
3/1/6	Lumut Est. ...	17/8	...	16/	United Sordang ...	4.73	10%
3/1/6	Madang Est. ...	...	...	16/	Uda Sumatra ...	4/5 1/2	20%
3/1/6	Malacca 7 1/2 Cum. Participating Pref ...	9.98	10	16/			

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## SHIPPING IN PORT.

**STEAMERS**

AMERICA MARU, Japanese str., 3,464, A. G. Stevens, 11th July—San Francisco 14th June, General—Toyo Kisen Kaisha.

CHONGKONG, British str., 1,424, M. Courtney, 11th July—Shanghai and Swatow 7th July, General—Jardine, Matheson & Co.

CHUNSHAN, British str., 1,418, C. J. Matlock, 8th July—Port Combe 2nd July, Coal—Jardine, Matheson & Co.

DAIJI MARU, Japanese str., 899, H. Murayama, 12th July—Swatow 11th July, General—Osaka Shosen Kaisha.

FAUSANG, British str., 1,440, E. B. Malkin, 11th July—Wakamatsu 4th July, Coal—Jardine, Matheson & Co.

FOOSHING, British str., 1,423, W. D. Welsh, 1st July—Mexico 30th May—Eng Hok Hong.

FRI, Norwegian str., 869, N. Andersen, 9th July—Daly 2nd July Beans—Angard, Thorsen & Co.

HAIRANG, British str., 1,362, J. W. Evans, 11th July—Swatow 10th July, General—Douglas, LaPrak & Co.

HALDIN, Norwegian str., 1,065, G. Silberg, 12th July—Bangkok 3rd and Swatow 11th July, Rice and General—China-Siam S. N. Co.

HANOI, French str., 730, G. Souhier, 8th July—Haiphong via Pakhoi 6th July, General—A. R. Marty.

KEONGWAI, German str., 1,115, F. Nicolaisen, 11th July—Bangkok 3rd July, Rice and Teakwood—Butterfield & Swire.

KIANG PING, Chinese str., 1,222, W. D. Udden, 26th June—Chinkiang 20th June, General—Chinese.

KUTSANG, British str., 4,895, R. C. D. Brad, 10th July—Calcutta 24th June, General—Jardine, Matheson & Co.

KWANGLEE, Chinese str., 1,468, Pratt, R.N.R., 10th July—Shanghai 6th July, General—C. M. S. N. Co.

LOONG SANG, British str., 1,093, G. W. G. Leach, 11th July—Manila 8th July, General—Jardine, Matheson & Co.

MAUSANG, British str., 1,374, G. S. Walcott, 10th July—Bangkok 3rd July, Timber and General—Jardine, Matheson & Co.

MERAPI, British str., 1,480, Uldall, 10th July—Singapore 4th July, Sugar—Order.

MONGOLIA, American str., 8,750, Henry E. Morton, 7th July—San Francisco 6th June, Mail, General and Flour—P. M. S. Co.

NAMANG, British str., 2,519, P. M. B. Lake, 11th July—Kobe 6th July, General—Jardine, Matheson & Co.

PERCHAMUN, German str., 1,373, C. Gosewisch, 7th July—Bangkok 30th June, Rice—Butterfield & Swire.

SHANTUNG, British str., 1,835, J. Robinson, 9th July—Hongkong 7th July, Coal—Butterfield & Swire.

TAMBA MARU, Japanese str., 6,133, K. Noda, 9th July—Seattle 6th June, Coal and Flour—Nippon Yusen Kaisha.

TEUCER, British str., 5,802, G. W. Parkinson, 8th July—Vancouver 25th May, General—Butterfield & Swire.

VERGOLD, Norwegian str., 1,172, Bertelsen, 8th July—Bangkok 1st July, Rice—China-Siam S. N. Co.

WUHU, British str., 1,227, Howard, 7th July—Chiofo 1st July, General—Butterfield & Swire.

**SAILING VESSELS**

ECLIPSE, British 4-masted barque, 2,996, James, White, 12th May—New York 20th Jan., Kerosene Oil—Standard Oil Co.

## VESSELS EXPECTED.

**THE AMERICAN MAIL.**

The T.K.K. str. *Togo Maru* sailed from Honolulu for Hongkong on the 27th ult., and is due to arrive at Hongkong on the 18th inst.

The P. M. S. Co. str. *Korea* sailed from San Francisco for Hongkong, via Honolulu, Yokohama, Kobe, Nagasaki and Shanghai, and is due to arrive at Hongkong on the 1st prox.

**THE AUSTRALIAN MAIL.**

The E. & A. str. *St. Albans* left Sydney on the 5th inst. for this port via Queensland ports, Port Darwin, Timor and Manila.

**THE INDIAN MAIL.**

The Indo-China str. *Kuanyang* left Calcutta for the Straits and Hongkong on the 30th ult., and is due here on or about the 16th inst.

**MERCHANT STEAMERS.**

The Russian str. *Peter Berg* will leave Foochow on the 11th inst. for this port, and is due to arrive here to-day at daylight.

The O.S.K. str. *Canada Maru* from Tacoma left Shanghai for this port on the 10th inst., and is due here to-day.

The P. & O. S. N. Co. str. *Nore* left Singapore for this port, and is due at 11 a.m., and is due here to-day at about 8 a.m.

The H. A. Line str. *Silva* left Singapore on the 9th inst. a.m., and may be expected here to-morrow a.m.

The str. *Silva* left Karatsu on the 9th inst. for Hongkong.

The Austrian Lloyd's str. *Nippon* left Singapore for this port on the 11th inst., and is due here on the 16th inst.

The str. *Glencliff* left Singapore on the 11th inst., and is due here on or about the 17th inst.

The Y. K. str. *Tosa Maru*, (Bombay Line) left Bombay for this port via Colombo and Singapore on the 30th June and is expected here on the 18th July.

The T.K.K. str. *Kiyo Maru* sailed from Honolulu for Hongkong on the 28th ult., and is due to arrive at Hongkong on or about 1st prox.

The str. *Glenhurst* passed the Suez Canal on the 4th inst., and is due here on or about the 1st prox.

The Barber Line str. *Satsuma* left New York on the 10th ultimo for Hongkong and East.

The Mogul Line str. *Braemar* left United Kingdom on the 30th ultimo for Hongkong via the Straits.

## LATEST STEAMER MOVEMENTS.

The Bank Line str. *Orteric* sailed from Shanghai on the 12th inst. for Hongkong.

The Bank Line str. *Lucifer* left Kobe for Yokohama on the 12th inst.

The O.S.K. str. *Yokohama* left Kobe for Shanghai on the 6th inst., and is expected here on or about the 3rd prox.

The I.G.M. str. *Derfflinger*, which left here on the 15th ult., at 11 a.m., arrived at Genoa on the 12th inst., at noon.

## NOTICE TO KOWLOON RESIDENTS

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## HOW "J.D." STARTED HIS HOLIDAY.

## AMUSING INTERVIEW WITH MR. ROCKEFELLER.

European visitors frequently pass the comment that the industrial magnates in America are subjected to a searchlight of publicity which burns more fiercely and more continuously even than that which befalls upon the thrones of kings and emperors of older civilisations.

In America presidents and vice-presidents come and go, and are usually soon forgotten; but the oil kings, money kings, and other potentates of commerce go on for ever.

There is no lack of important news from all parts of the world printed in the American newspapers, but says the New York correspondent of the *Daily Telegraph*, in practically every journal our old friend John D. Rockefeller, the monarch of petroleum, and undoubtedly the richest man in the world, secures pride of place.

Mr. Rockefeller cannot attend his favourite Baptist Chapel without being questioned by reporters, and now we know that he cannot leave his country place at Tarrytown on a visit to Cleveland, Ohio, without attracting a battalion of interviewers and photographers.

Most people in the United States are remarkably free of access to Pressmen, and Mr. Rockefeller philosophically accepts the reporters and photographers as part of a penalty of financial supremacy.

He never repulses them, but receives them kindly, and, like Mr. Andrew Carnegie, often gives words of advice to young men as to how they can rise in the world, usually emphasising the necessity of hard work, perseverance, and economy.

He seldom forgets to mention that he began life as a poor clerk and plodded along laboriously until he struck oil, and also pipelines for conveying the same.

## AGILE AS A SCHOOLBOY.

Despite his seventy-two years, Mr. Rockefeller leaped into the train as lightly, good-tempered, and agile as a schoolboy.

"Good-bye to all," he shouted. "Pleasant summer to you."

On the station platform he had given most of his time to the reporters, but not before he had personally superintended the transport of his thirty-two travelling trunks.

"How are you feeling, Mr. Rockefeller?" asked one scribe.

"Look at me! Don't I look well?" replied the Standard Oil King. He was dressed in a grey striped suit, and wore a white straw hat, with a Cambridge blue band, carried a wicker cane, and in his buttonhole was a red carnation.

Mr. Rockefeller looked very well, and had a good colour.

"What do you think of reciprocity?" he was asked.

"No, I can't speak about that," Mr. Rockefeller replied.

"Well," said another, "what do you think of the Wheat King's statement that the United States Government intends to prosecute criminally every man owning more than 20 cents' worth of wheat?"

"No, no, my friends," replied Mr. Rockefeller, "I'll smilingly say, 'I am on holiday bent to-day. Nothing controversial.'"

"Will you talk on any subject?" asked one despairing interviewer, who had travelled from New York.

"Not this time, boys. I'd like to say something, but the train is waiting, and there is no time now."

FORING FOR THE PHOTOGRAPHER.

"All right," Mr. Rockefeller, said the first spokesman, "you know we all like you, and perhaps you will talk when you come back again. Meantime, how about the pictures?"

Mr. Rockefeller graciously consented to pose, and stood still until the photographers had taken several snapshots, which are produced under the headline, "Oil King starts his holiday."

Mr. Rockefeller's son finally came along, and said, "Pardon me, gentlemen, but I'd like to say a word to father before he leaves, if you don't mind."

The Oil King chatted with his son for a few minutes, then rejoined the group of interviewers.

Mentioning that he had been playing golf, he said, "You boys ought to play golf. It's a fine game." Then he shook hands all round, and the interview was over.

The train had great difficulty in getting out of the station, because it was so heavy, and one urban remarked, "Well, just look who's aboard!"—*Evening News*.

## THE SCOTTISH CENSUS.

A country, says the *Glasgow Herald*, with 4,759,445 inhabitants, which shows an increase of 6.4 per cent. despite the emigration of a quarter of a million of its sons and daughters, cannot be said to be "depopulated" except by a wilful misuse of language. No does the Census show that there has been any dramatic change in the distribution of the population during the period. Of the sixteen counties—including Ross and Cromarty, without their casual naval visitors who swelled their returns—which show a decrease of population, no fewer than eleven have been declining for at least fifty years. Argyll reached its maximum population long ago as 1831, and has since been losing. Inverness has gone down in numbers since 1841. The other nine began to decrease in population between 1841 and 1861, when the introduction of railways and steamships was giving an immense impetus to industries in Scotland as in England.

The movement from the country to the towns, which is the characteristic of modern civilisation, is well illustrated in this Census. Notably, the population living in the burghs has not increased quite so fast as the population outside the burghs. But as almost all the industrial counties show increases while the rural counties do not, it is clear that the urban population, though not all under burghal jurisdiction, has grown far more rapidly than the rural population. Some of the populous suburbs of Glasgow, for example, are under County Council rule, and are therefore accounted extra-burghal, but they are really urban communities. The increase in the population of Glasgow's "outer ring" is no less than 66,671, or 18.3 per cent. The suburbs of Edinburgh also show a large increase. These and similar facts confirm the moral of the last Census that the purely urban movement—the centripetal tendency of population—has reached and passed its climax. People are still flocking to the towns, but they are no longer content to crowd into the limited area of a particular burgh jurisdiction. On the contrary, when the population of an area exceeds a certain density, it now overflows into suburbs. This centrifugal tendency is obvious in the case of Glasgow, which shows an increase of only 1.1 per cent., whereas Govan has increased by 9.2 per cent., Partick by 23.1 per cent., Rutherglen by 31.3 per cent., and Clydebank by as much as 79.7 per cent. Edinburgh, again, has an even smaller increase than Glasgow, with 0.9 per cent. more than in 1901. But her neighbouring parishes have grown 12.1 per cent., adding four times as many people as the city has gained in the ten years. This suburban movement, in so far as it makes

## FOR BETTER HOUSING AND HEALTHIER CONDITIONS, IS ALL TO THE GOOD, BUT IT NECESSARILY RAISES NEW DIFFICULTIES OF ADMINISTRATION.

It is interesting to note that, apart from the two great cities which are almost stationary, the rule is for the large burghs to increase while the small burghs decline. Out of the 73 Scottish burghs—excluding Glasgow and Edinburgh—which have more than 5,000 inhabitants, only 11 show a decline. But of the 130 burghs with less than 5,000 people 66 have decreased in numbers. Life in the small burgh, it would seem, has fewer attractions than life in or near a large burgh with its stir and bustle and also its greater variety of employment. One other feature of the Census which compels notice is the great increase in the population of Fife. The "Kingdom," with 22.3 per cent. more people than it had in 1901, can afford to smile at the "depopulation" cry. The growth is due in the main to the rapid development of new coal-pits and is creditable to Scottish enterprise and industry.

## WEATHER REPORT.

On the 13th at 12.05 p.m.—The barometer has fallen decidedly over the Philippines owing to the advance of a depression from the Pacific. It is at present situated to the East of Luzon, and apparently it is moving in a West-north-west direction.

Pressure has increased moderately in the North, while it has tendency to give way over S. China and Tongking.

High pressure still covers the Pacific to the S.E. of Japan.

Moderate S.E. and E. winds may be expected over the N. part of the China.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.09 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

DISTRICT	FORECAST.
Hongkong & Neighbourhood	S.E. winds, moderate; fair to showery.
Formosa Channel	Same as No. 1.
South coast of China between Hongkong and Lianchoo	Same as No. 1.
South coast of China between Hongkong and Hainan	Same as No. 1.



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Hongkong, 12th May, 1911. 636

## HONGKONG TIDE TABLE.

From July 14th to 20th, 1911.

Days of Week.	Days of Month.	HIGH WATER.		LOW WATER.	
		H'kong Mean Time.	Height.	H'kong Mean Time.	Height.
Fri.	14	m 0 18	4 0	m 3 43	3 4
Sat.	15	m 10 9	7 2	m 6 0	6 6
Sun.	16	m 0 50	4 0	m 4 19	3 4
Mon.	17	m 10 46	7 0	m 6 37	6 8
Tues.	18	m 1 29	4 0	m 5 0	3 4
Wed.	19	m 11 28	6 6	m 7 14	1 1
Thurs.	20	m 0 16	6 1	m 7 62	1 5
		m 2 38	4 4	m 7 0	3 5
		m 1 16	5 5	m 8 31	1 9
		m 3 18	4 8	m 8 39	3 4
		m 2 36	4 8	m 9 13	2 3
		m 4 1	5 3	m 11 44	2 0
		m 4 15	4 3	m 10 8	2 6

## HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, July 13th.

	Previous Day at 4 p.m.	On Late at 10 a.m.	On Date at 4 p.m.
Barometer	29.76	29.81	29.74
Temperature	85	84	84
Humidity	75	74	73
Wind Direction	South	SSE	SSE
Force	1	2	1
Weather	o	o	o
Rain	0	0.09	0

Highest open air Temperature on 12th. 88

Lowest open air Temperature on 12th. 80

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TJIMAH	JAVA	Second half of July	JAVA	Second half of July
TJIPANAS	JAPAN	Second half of July	JAVA	Second half of July
TJIKINI	JAVA	First half of Aug.	JAPAN	First half of Aug.
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TSINGTAU, WEIHAIWEI & TIENTSIN	"TAMING"	On 18th July, 4 p.m.
MANILA, CEBU and ILOILO	"ANHU"	On 18th July, 4 p.m.
SHANGHAI	"CHENAN"	On 22nd July, 4 p.m.
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For Freight or Passage apply to—

HONGKONG, 14th July, 1911.

BUTTERFIELD &amp; SWIRE.

AGENTS.

## INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

FOR	STEAMERS	TO SAIL
MANILA	"LOONGSANG"	Saturday, 15th July, 2 p.m.
SHANGHAI VIA SWATOW & NINGPO	"CHOYANG"	Sunday, 16th July, 11 a.m.
SANDAKAN	"MAUSANG"	Monday, 17th July, Noon.
SINGAPORE, PENANG & CALCUTTA	"NAMSANG"	Monday, 17th July, Noon.
TIENTSIN VIA TSINGTAU	"CHEONGSHING"	Saturday, 22nd July, Noon.
WEIHAIWEI	"YUENSANG"	Saturday, 22nd July, 2 p.m.
MANILA	"YUENSANG"	Saturday, 22nd July, 2 p.m.

RETURN TOURS TO JAPAN,

(OCCUPYING 24 DAYS).

The Steamers "KUTSANG," "NAMSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and returning via Kobe (Island Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A fully qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Tsingta, Weihaiwei, Chaochow, Nientsin &amp; Newchwang.

Taking Cargo on Through Bills of Lading to Kudat, Lahad, Dava, Simporna, Tawau, Jesselton and Labuan.

Telephone No. 215, Sub. Exch. 4.

For Freight or Passage, apply to—

HONGKONG, 14th July, 1911.

JARDINE, MATHESON &amp; Co., LTD., GENERAL MANAGERS.

## DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

## SWATOW, AMOY AND FOCHOW AND RETURN.

(Occupying 9 to 10 Days).

STEAMERS	CAPTAIN	LEAVING
"HAIYANG"	Capt. J. W. Evans	FRIDAY, 14th July, at 1 p.m.
"HAITAN"	Capt. J. B. Roach	TUESDAY, 18th July, at 1 p.m.
"HAICHING"	Capt. W. C. Passmore	FRIDAY, 21st July, at 1 p.m.

FOR SWATOW AND RETURN.

(Occupying 3 Days).

STEAMERS	CAPTAIN	LEAVING
"HAIMUN"	Capt. A. H. Stewart	SUNDAY, 16th July, at 1 p.m.

During the Months of July and August, RETURN TICKETS available for Three Months will be issued at a Reduction of 20 per cent. on the usual Rate to Fochow. Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier). For Freight and Passage, apply to—

DOUGLAS, LAPRAIK &amp; Co., GENERAL MANAGERS.

Hongkong, 14th July, 1911.

## HAMBURG-AMERIKA LINIE

IN CONJUNCTION WITH DEUTSCHE DAMPSCHIFFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO.

MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

HOMeward.

OUTWARD.

FOR SHANGHAI, KOBE & YOKOHAMA:	STEAMERS	TO SAIL
S.S. SILESIA	...	16th July
S.S. AMBRIA	...	28th July
S.S. ALESIA	...	9th Aug.
S.S. BERNFELS	...	25th Aug.
S.S. SUEVIA	...	6th Sept.
S.S. SACHSEN	...	20th Sept.
S.S. BAYERN	...	6th Oct.

For Further Particulars, apply to

HAMBURG-AMERIKA LINIE, Hongkong Office.

Hongkong, 13th July, 1911.

## TOYO KISEN KAISHA

IMPERIAL JAPANESE TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE.

Connecting with the WESTERN PACIFIC RAILWAY at SAN FRANCISCO to all Points in the UNITED STATES and CANADA and with TRANS-ATLANTIC LINES for EUROPE.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

STEAMERS	TONS	CAPTAIN	DATE OF SAILING
AMERICA MARU	11,000	A. G. Stevens	FRIDAY, July 21st, Noon
TENYO MARU	21,000	E. Bent	FRIDAY, July 23rd, Noon
NIPPON MARU	11,000	H. S. Smith	FRIDAY, Aug. 18th, Noon
CHIYO MARU	21,000	W. W. Greene	FRIDAY, Sept. 14th, Noon

All Steamers are equipped with the Japanese Government Wireless Telegraph and Post Office. The Twin Screw Steamer "AMERICA MARU" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on FRIDAY, 21st July, at Noon.

SOUTH AMERICAN LINE.

(In Connection with NATIONAL RAILWAY OF MEXICO at MANZANILLO)

Only Regular Direct Service to MEXICAN, PERUVIAN and CHILIAN PORTS

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

STEAMERS	TONS	CAPTAIN	DATE OF SAILING
KIYO MARU	17,500	H. Nishi	TUESDAY, Aug. 15th, Noon
KIYO MARU	10,500	K. Hashimoto	SATURDAY, Oct. 14th, Noon
HONGKONG MARU	11,000	H. Hinokuma	WEDNESDAY, Dec. 13th, Noon

The Steamer "KIYO MARU" will be despatched hence for MEXICAN, PERUVIAN and CHILIAN PORTS via MOJI, KOBE, YOKOHAMA and HONOLULU, on TUESDAY, 15th August, at Noon.

FARES FROM HONGKONG:

to SAN FRANCISCO	\$ 45-0-0, Single
" NEW YORK	" 60-0-0, "
" LONDON	" 71-10-0, "
"	" 123-0-0, Return 6 Months
"	" 123-0-0, " 24 "
" SALINA CRUZ or MANZANILLO	" 42-0-0, Single
" VALPARAISO	" 57-0-0, "

SPECIAL BATES (First Class Only) are granted to the undermentioned and their families when travelling at their own expense:

TO EUROPEAN POINTS:—Officials of any European Naval, Military, Diplomatic, Consular or Civil Services located in Asia, European Officials in the Service of the Government of China and Japan.

TO CANADIAN AND UNITED STATES POINTS:—Commissioned Officers of the United States Army, Navy, and U.S.A., Consular Officials stationed at Ports of Call.

TO ALL POINTS:—Missionaries and their families.

These concessions apply to San Francisco Line Only.

These magnificent steamers are most up-to-date and luxurious in every way. Excellent cuisine and accommodation.

"TENYO MARU" and "CHIYO MARU" are fitted with Turbine Engines and Triple Screw. Record Speed 21½ knots.

Through Bills of Lading issued to North, Central and South American Ports.

For Further Particulars as to Passage and Freight, apply to

K. MATSUDA, LOCAL MANAGER, King's Building (Opposite Blake Pier).

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## OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY

AND THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY

The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago. Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR	STEAMERS	TONS (Gross reg.)	LEAVES
VICTORIA, B.C. & TACOMA via KEELUNG, NAGASAKI, KOBE, YOKO, ICHI, SHIMIZU and YOKOHAMA	"TACOMA MARU"	6,178	WEDNESDAY, 9th Aug. at 11 a.m.
	"SEATTLE MARU"	6,182	WEDNESDAY, 6th Sept. at 11 a.m.
VICTORIA, B.C. & TACOMA via KEELUNG, SHANGHAI, MOJI, KOBE, YOKO, ICHI, SHIMIZU and YOKOHAMA	"CANADA MARU"	6,065	TUESDAY, 25th July, at 11 a.m.
	"PANAMA MARU"	6,059	TUESDAY, 22nd Aug. at 11 a.m.

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for steerage. Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

## HONGKONG, SOUTH CHINA COAST PORTS &amp; FORMOSA SERVICE

FOR	STEAMERS	LEAVES
TAMSAI VIA SWATOW, AMOY	"DAIGI MARU"	SUNDAY, 16th July, at 10 a.m.
FOOCHOW VIA SWATOW and AMOY	"CHOSHUN MARU"	WEDNESDAY, 19th July, at 10 a.m.

During the two months of July and August, Return Tickets to Fochow available Three Months will be issued at the Special Rates of:—

1ST CLASS \$45.50 2ND CLASS \$29.90.

For information of Freight, Passage, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings

S. HIROI, MANAGER

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"The Beer That's Brewed to Suit The Climate"

JUST THE THING FOR A PIONIC

A SMALL CASE OF

O. B. BEER.

Fresh from the Brewery.

"Just Try It"

## NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS	TONS	SAILING DATES
MARSEILLES, LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, SUEZ and PORTSAID	MIYASAKI MARU	9,300	WEDNESDAY, 19th July, at Daylight
	KITANO MARU	9,000	WEDNESDAY, 2nd Aug. at Daylight
	IYO MARU	7,900	WEDNESDAY, 16th Aug. at Daylight
	SADO MARU	7,000	SATURDAY, 12th Aug. from Koa
VICTORIA B.C. & SEATTLE	TAMBA MARU	7,000	TUESDAY, 18th July, at 4 p.m.
	AWA MARU	7,000	TUESDAY, 15th Aug. at 4 p.m.
	KUMANO MARU	6,000	FRIDAY, 4th Aug. at Noon
	YAWATA MARU	5,000	FRIDAY, 1st Sept. at Noon
SHANGHAI, MOJI, and KOBE	IOSA MARU	6,000	WEDNESDAY, 19th July
	HIRANO MARU	9,000	THURSDAY, 20th July, at 11 a.m.
BOMBAY via SINGAPORE, and COLOMBO	BINGO MARU	7,000	TUESDAY, 25th July
KOBE and YOKOHAMA	YAWATA MARU	5,000	TUESDAY, 1st Aug. at Noon

Calling at Djibouti.

Fitted with New System of Wireless Telegraphy. Carries Deck Passengers. Cargo only.

## CHEAPEST SUMMER RATES

BETWEEN

HONGKONG AND JAPAN PORTS.

Commencing 1st June, ending 30th September, 1911.

SPECIAL EXCURSION TICKETS (1st &amp; 2nd CLASS) AVAILABLE FOR 3 MONTHS

	Yokohama Return.	Kobe Return.	Moji Return.	Nagasaki Return.
1st CLASS	\$120	\$110	\$100	\$90
2nd	\$80	\$70	\$60	\$50

With Option of rail between Steamers' Calling Ports in Japan.

For Further Information, apply to—

41-40J

T. KUSUMOTO, MANAGER.

## U.S. MAIL LINE.

## PACIFIC MAIL S.S. CO.

SEMI-TROPICAL ROUTE.

Only line taking the warm SOUTHERN ROUTE across the PACIFIC via HONOLULU, OAHU, the most Fertile and Beautiful Island of the PACIFIC.

PROPOSED SAILING FROM HONGKONG. (SUBJECT TO ALTERATION)

STEAMERS	TONS	SAILING DATES
MONGOLIA	27,000	FRIDAY, 14th July, at Noon
KOREA	18,000	FRIDAY, 11th Aug. at 1 p.m.
SIBERIA	18,000	FRIDAY, 26th Aug. at 1 p.m.
MANCHURIA	27,000	FRIDAY, 8th Sept. at 1 p.m.
MONGOLIA	27,000	SATURDAY, 30th Sept. at 1 p.m.
KOREA	18,000	SATURDAY, 23rd Oct. at 1 p.m.
SIBERIA	18,000	FRIDAY, 10th Nov. at 1 p.m.
MANCHURIA	27,000	SATURDAY, 25th Nov. at 1 p.m.

Twin Screws.

All Steamers are Equipped with Wireless Telegraphy.

THE P.M. S.S. "MONGOLIA" will be despatched for SAN FRANCISCO via AMOY, KEELUNG, SHANGHAI, NAGASAKI, KOBE, YOKO, ICHI, SHIMIZU, YOKOHAMA and HONOLULU, on FRIDAY, 14th July, at Noon.

FARES: HONGKONG TO LONDON £71 10s. 0d. RETURN, SIX MONTHS, £120; 24 MONTHS, £125; INCLUDING BERTH AND MEALS ACROSS AMERICA.

SPECIAL RATES (First Class Only) Granted upon Application.

To European Points:—Officials of any European Naval, Military, Diplomatic, Consular and/or Civil Services located in Asia, European Officials in the Service of the Governments of China and Japan. To United States Points:—Commissioned Officers of the United States Army, Navy, U.S.P.M. & M.H. Services, U.S. Consul Generals, Consuls and Vice-Consuls stationed at Ports of Call. To United States and Canadian Points:—Members of the Naval, Military, Diplomatic and Consular Officials of the Governments of China and Japan. These Special Rates apply when travelling at their own expense and to their families. To all points:—Missionaries and their families.

## INTERMEDIATE SERVICE.

PERSIA ..... 9,000 Tons ..... FRIDAY, 4th Aug. at 1 p.m.

CHINA ..... 10,200 Tons ..... FRIDAY, 1st Sept. at 1 p.m.

THE S.S. "PERSIA" will leave for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on FRIDAY, 4th August, at 1 p.m.

On the Fine MAIL Steamers, CHINA and PERSIA First Class.

SALOON SERVICE is furnished at Intermediate Rates.

FARES, HONGKONG to LONDON via New York " " " £45.

HONGKONG to SAN FRANCISCO " " " £25.

Through Bills of Lading issued to Japan, North, Central and South American Ports.

For further information as to Passage and Freight, apply to the Agency of the Companies King's Building (opposite Blake Pier).

FRED J. HALTON, AGENT.

## THOS. COOK &amp; SON.

TOURIST, STEAMSHIP &amp; FORWARDING AGENTS, BANKERS, &amp;c.

Head Office for the Far East:—16, DES VOGES ROAD, HONGKONG.

SHANGHAI: 2-3, FOOCHOW ROAD. YOKOHAMA: 32, WATER STREET.

TICKETS SUPPLIED to EUROPE by the principal STEAMSHIP LINES and TRANS-AMERICAN RAILWAY.

TOURS arranged to ALL PARTS of the WORLD.

BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.

FOREIGN MONIES exchanged.

CHINA OFFICE:—LUDGATE CIRCUS LONDON, E.C.

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